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Hypertune

INSIDE



BRUTE FORCE
NEVER MEANT TO BE
A SLEEPER



PIZZAZZ
STONKING & PERKY
STEAMING BIKER



911 / 991
A REKITTED 997 WITH
PANACHE



OLD GOLD
TRIBUTE UPON
TRIBUTE FOR THE EVO



JOLLY GOOD
JOLEEN'S SUMPTUOUS CURVES
BROUGHT THE GT-R TO BEAR

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2016 VOL171
KDN NO: PPI 11688/05/2013 (032534)
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TESTED, TRASHED, DRIVEN

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TECH TUNE

EXHAUST SYSTEM



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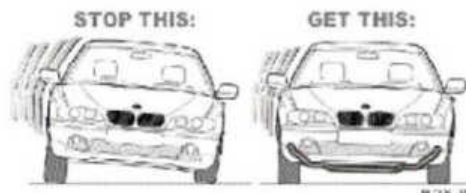
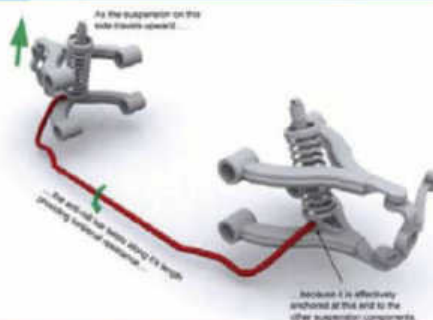
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PERAK

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GONG XI FA CAI PROMOTION

15TH DECEMBER 2015 - 15TH FEBRUARY 2016



* Promotion starts 15th December 2015 until 15th February 2016.
* While stocks last.

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15th December 2015 - 15th Feb 2016



* Promotion starts 15th December 2015 until 15th February 2016.
* While stocks last.



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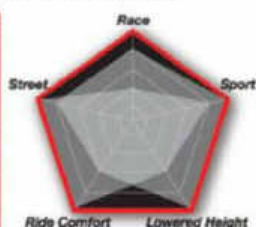
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The most Extensive Suspension Inventory In The Industry

Damping adjustment and 2 way independent ride height adjustment monotube suspension

Affordable

SE Series STREET ENHANCE



FEATURES

- Multi function state of the art shock absorber
- Extreme accuracy damping adjustment
- Monotube design & 2-way independent height ride adjustment
- Ultra high grip, comfort and traction, street & race use ready
- Available model for more than 500 car application !

Premium Spec

SS Series SUPER SPECIAL



- ACVS (2) AUTO VALVE CONTROL STABILITY - 2
- ESV ENHANCE SPEED VALVE
- 15 STEP DAMPING ADJUSTMENT
- 2-WAY INDEPENDENT HEIGHT ADJUSTMENT
- PILLOW BALL UPPER MOUNT (OPTIONAL)
- FULLY SERVICABLE
- ACCURACY DAMPING ADJUSTMENT
- SAE 9254 CHROMIUM ALLOY COIL SPRING
- COLD COILING SAE 9254 CHROMIUM ALLOY COIL SPRING
- CB CARBON THREAD CASING
- PASS 300 HOURS SALT SPRAY
- USE SILENT BLOCK (SOLID HANDLING & NOISELESS DRIVE)



15-Level damping force adjustment feature (compression / rebound together)

Non top mount design. To be used in combination with OE mount, for maintaining calmness & for reasonable pricing

2ND GENERATION ACVS (Auto Valve Control Stability)
With 2nd generation ACVS, more responsive and precise damping / rebound force is automatically tuned by ACVS-2 to suit all road condition. With the damping / rebound force automatically distribute by ACVS-2, you can now feel the different on uneven road, bumpy road, pothole, high speed corners and highways. The result is superior handling and maximum comfort on all road condition.

E.S.V (Enhance Speed Valve) required damping force to maintained sophisticated ride comfort is control by ESV to suit all road condition. Thus, enhance handling with superior comfort & better stability.

High performance chromium alloy coil spring are CNC-wound using the highest quality SAE9254 spring steel and corrosion protected using phosphate and powder coatings.

Hard rubber spring support spacer to ensure quiet ride

Unique design forged aluminium spring seat with multiple gap for easier ride height adjustment.

Carbon thread casing cylinder (except some models)

2-way Independent ride height adjustment

Height rigidity high tensile lower bracket to maximize its lifetime, withstand lateral forces and ensuring 100% fitment.

2 layer/1 Bake Powder coat & Rust prevention - Electroless nickel coating & zinc phosphate are applied to lower brackets, materials/parts are baked in a furnace for superior durability, corrosion resistance & highly effective against rust.

New design reinforced hard rubber silent block upper mount - Eliminate noise & long lasting

32-Level damping force adjustment feature (compression / rebound together)

Optional Pillow Ball upper mount (except some models)

Additional special PU bearing to provide smoother turning, better steering response & to prolong lifetime of suspension

A.S.V (Advance Speed Valve) required damping force in very low speed range can be well maintained for better stability, improving steering response, road tractability and/or traction performance.



- ADVANCE SPEED VALVE
- PILLOW BALL UPPER MOUNT (OPTIONAL)
- FULLY SERVICABLE
- 32 STEP DAMPING ADJUSTMENT
- EXTREME ACCURACY DAMPING ADJUSTMENT
- 2-WAY INDEPENDENT HEIGHT ADJUSTMENT
- SAE 9254 CHROMIUM ALLOY COIL SPRING
- COLD COILING SAE 9254 CHROMIUM ALLOY COIL SPRING
- CB CARBON THREAD CASING
- PASS 300 HOURS SALT SPRAY
- USE SILENT BLOCK (SOLID HANDLING & NOISELESS DRIVE)
- MONOTUBE SHOCK ABSORBER DESIGN

OPTIONAL PARTS



Pillow Ball Upper Mount



Damper Turning Knob Extension Kit



The Suspension for All

COMPACT & K-CAR



SALOON CAR



EURO CAR



LUXURY CAR



WAGON TYPE



4WD PICK-UP & SUV



PERFORMANCE SPORTS CAR



CIRCUIT & COMPETITION



DRIFT



THE ADVANCE TECHNOLOGY SUSPENSION FOR EACH & EVERY CAR ENTHUSIAST

GAB SS-R, high performance suspension are based on our advance technology and suspension tuning experience, cultivated in racing fields, is now directly applied to street and circuit for creation of this high performance flagship model; Super Special Racing. Top of the line in GAB Suspension's Series, for serious users who strive to run faster than others putting everything on line for one hundred of a second or even for one millisecond, purpose for street or circuit racing.



FEATURES

- Flagship model of GAB; full potential exhibited at circuit.
- 32 levels extreme accuracy damping force adjustment. (compression and rebound can be separately tune)
- Larger monotube cylinder with 2-way independent ride height adjustment.
- External canister to cope with extreme heat, stable damping and for cooling efficiency.
- Specially formulated for circuit or street racing purpose with wide band of damping adjustment tuning.



Pillow Ball Upper Mount Included



32-Level compression/rebound damping force adjustment, 2 way independent ride height adjustment with external canister & enlarge monotube suspension.

Optional Pillow Ball upper mount as standard equipment

6061 billet aluminium Pillow Ball upper mount with camber adjustment to meet driver/racer demands for the correct wheel camber angle, purpose for circuit or street race which suppresses the compliance, is designed for each vehicle applications, enabling direct driving feel, stable high speed circuit cornering and handling surpassing performance of OE mount. Special design offers ADPC compatibility. (Except some models)

High Kg rated performance chromium alloy coil spring

High performance chromium alloy coil spring are CNC-wound using the highest quality SAE9254 spring steel and corrosion protected using phosphate and powder coatings. Provided with high kg rated spring delivered best performance for circuit racing where none competitive can compete.

Unique design forged aluminium spring seat

With multiple gap and keep helping adjust wrench in place for easy ride height adjustment.

High rigidity tensile lower bracket

Specially matched red color bracket, the forefront GAB's color to boost attractive under-carriage appearance looks. High tensile bracket maximize its lifetime, withstand lateral forces and ensuring 100% fitment.

R.S.V. (Advance Speed Valve)

With R.S.V system, required damping force in high speed range can be well maintained for better stability, minimize body rolls, improving steering response, road tractability and/or traction performance.

Enlarge monotube cylinder structure

Enlarge monotube cylinder structure is used to enable very fine control of the machine and aggressive yet detailed communication with the road surface. This also enables to generate linear damping force capturing even the smallest information from road surface, and to maintain stable damping force even after repeated sport drive. As oil and gas chambers are completely separated, aeration hardly occurs and they reduce heat well, achieving superb and stable performance.

2-way independent ride height adjustment

Use of movable lower bracket allows for separate adjustment of ride height and pre-load, making it possible to secure sufficient stroke and more convenience to change pre-load setting. Allows separate adjustment of ride height & pre-load for finer setting. Ride height can be adjusted without changing spring preload.

External canister swivel tank

For increased oil capacity in order to generate stable damping force at heavy load usage/circumstances, racing conditions and long distance. This structure enables to secure sufficient oil amount, promotes efficient heat release and excellence well perform at circuit.

32-Level separate damping force adjustment feature (rebound adjustment tuning adjust from upper piston rod/compression adjustment tuning adjust from canister bottom)

Design feature for rebound & compression adjustment set to be separately tune for more precise and wide band of adjustment to meets driver/racer demands. Well established and for optimizing vehicle performance and providing wide band of setting capability specially formulated for circuit or street racing purpose. Equipped with 32-level separate adjustment feature, damping force is controlled at both base valve and piston rod for total of 1024-level (32 comp x 32 rebound) for most finer setting capabilities. Specially designed advance needle valve controls damping force linearly at all level.



RACING SPEED VALVE



PILLOW BALL UPPER MOUNT INCLUDED



CYLINDER REPLACEABLE



32 STEP REBOUND DAMPING ADJUSTMENT



32 STEP COMPRESSION DAMPING ADJUSTMENT



EXTERNAL CANISTER



RACE USE READY



EXTREME ACCURACY DAMPING ADJUSTMENT



2-WAY INDEPENDENT HEIGHT ADJUSTMENT



COLD CHILLING SAE 9254 CHROMIUM ALLOY COIL SPRING



CARBON THREAD CASING



ENLARGE MONOTUBE CYLINDER



SUSPENSION AWARD WINNER



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THE WATER-METHANOL INJECTION EXPERTS™



Stage 1 Boost Cooler™
This kit is available for forced induction applications that are either fuel injected or carbureted. Operation is very simple: the system starts injecting when the boost builds up to the user adjustable point and it injects a fixed amount of fluid through the nozzle until the switch opens again.



Stage 2 Boost Cooler™
This kit uses manifold boost pressure to determine when and how much fluid to inject. Proportionally injecting according to boost pressure gives the most accurate delivery of water-methanol and allows the most tuning and performance improvement over the widest range. More power and drivability is the result.



Stage 3 Mid Boost Cooler™
This kit uses the 0 to 5 bar output signal from the Mass Air Flow sensor on many fuel injected vehicles. This means that any vehicle with a MAP (with a 0-5V output) can use this kit, whether they are naturally aspirated or forced induction. It is easier to set up with the positive displacement blowers with a MAP signal because it is more progressive in nature vs. the boost pressure signal on those applications. This allows for accurate injection over a wide range. The result is excellent power and drivability.



Stage 4 2.0T FSI Boost Cooler™
This kit features an optimized hardware package specifically for VW and Audi 2.0T FSI vehicles. The system utilizes a special controller that is designed to read the unique digital MAP sensor output signal.



Stage 5 Gasoline Boost Cooler™
Unmatched for accuracy and adjustability in water-methanol injection systems, this system can be used on any forced induction engine, or A/F/T engine with a traditional EFI system, and features our LCD display with on-the-fly adjustability. The LCD screen displays boost pressure, fuel injector duty cycle, as well as water-methanol injection percent. Quick, easy, precise adjustments are made with 2 push buttons. Low profile design allows for easy-to-view and discrete mounting.



Stage 6 Diesel Boost Cooler™
This kit progressively injects more or less water-methanol, according to manifold boost pressure. The system is applicable to turbo diesels making up to 23psi of boost pressure. It has two dials to set the start and full points to tailor the delivery to your engine needs. Progressively injecting according to boost pressure allows for the most power over the widest range of rpm.

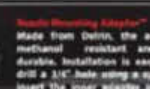
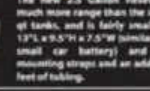
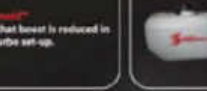
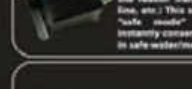


Stage 7 Diesel Boost Cooler™
These kits work on exactly the same principle as the Stage 6 kits, except that the controllers are heavier duty and can read up to 15psi of turbo boost. This is the typical starting point for a mildly modified 4x4 or 1-ton truck with an aftermarket exhaust, intake and chip or programmer. It is capable enough for trucks running larger or compound turbo systems as well. These kits allow for great horsepower increases and ECT reductions - expect about 70hp and 250 degree F ECT drop.



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MAKES THE DIFFERENCE AT THE PUMP OR AT THE RACE TRACK. LUCAS OIL RACE GAS IS THE ANSWER TO YOUR NEEDS.



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FUEL RAIL KITS

High-performance fuel delivery units that are designed to properly supply the additional fuel needed for high boost/performance applications.



FUEL PRESSURE REGULATOR

It can be remotely mounted on ANY application that utilized a return hose. This unit is capable of supporting enough fuel flow for engines in excess of 1000 horsepower, and is ideal for forced induction engines since it is least dependent (1:1 ratio).



NITROUS OXIDE SYSTEM Sport Compact Single Nozzle (45psi)

Nitrous systems can increase power by as little as 0.5 hp (0.37 kW) or as much as 3,000 hp (2,200 kW), depending on the engine type and nitrous system type. In many applications torque gains are even greater as increased fuel is burnt at a lower rpm range and is what causes the significant improvement in acceleration.



PRO-INDUCTION

To decrease air intake resistance and temperature, inhaling more air through air intake improves combustion efficiency, which results in a power increase. Temperature can be a burden when it comes to sending as much fresh air as possible into cylinders. "PRO-INDUCTION" whole inlet position is optimized as replacement for stock intake system.

PRO-INDUCTION is a high performance intake with a stainless steel mesh / non-woven fabric, employed as a core part of the filter. Due to the low density non-woven material, the flow resistance of the filter itself decreases by 50%.



CAM PULLEY

Each cam gear is adjustable in 1° increments to a maximum +/- 16°. Our engraved timing marks are accurate to within 1 minute of degrees. With the simple design our cam gears are lighter than the stock gears they are replacing. The 3-bolt locking pattern firmly secures and we use only stainless steel hardware to ensure durability. This design provides a lifetime of worry-free adjustments.



OIL FILTER

It can effectively raise 2-3% horsepower and also increase engine oil pressure by at least 0.5-1.0 psi. Oil Booster Filter works on the principle of adding 8 special baffles inside the oil filter case, which increases flow rate of the filtered oil back into the engine by Eddy Conduction. Increased volumetric oil flow and pressure lubricates engine more effectively & increases horsepower.



ATF COOLER KIT

It will reduce your transmission oil temperature by as much as 60 degrees, which will help prevent transmission burnout and extend the life of the auto gearbox. The Bar & Plate cooler construction results in an inherently strong cooler core of high thermal inertia.



RACING OIL CATCH TANK

It is used in turbo applications, or high-performance race applications where excessive blow-by (leakage past the piston rings) of air and fuel vapor occurs. This creates a positive pressure in the crankcase.



E-DRIVE THROTTLE CONTROLLER



CRANK PULLEY

We tailor the exact amount of underdrive to each vehicle based on factory specified accessory performance. We fully maintain all accessory output, minimizing the air conditioning efficiency, power steering feel, and even voltage at idling with all electrical switched on in the car.



VOLTAGE ENERGIZER

Works Pro Energizer offers robust, maintenance free protection for electrical loads to prevent erratic operation or equipment damaged caused by power sags or surges.



STEERING FLIP UP HUB



NISSAN R35 GT-R SERIES REPLACEMENT AIR FILTER



HIGH PERFORMANCE BRAKE KIT



STEEL BRAIDED BRAKE HOSE

Braided stainless steel brake hoses (also known as braided stainless steel brake hoses) are flexible hoses fitted to a hydraulic brake system. The intent of braided stainless steel brake hoses is to improve brake system effectiveness and longevity as compared to an equivalent system fitted with flexible rubber hoses through "heat dilatation" of these expansion.



RACING OIL CAP



METER GAUGE



PRO 450 RACING CLUTCH



ALUMINUM FOOT PEDAL SET

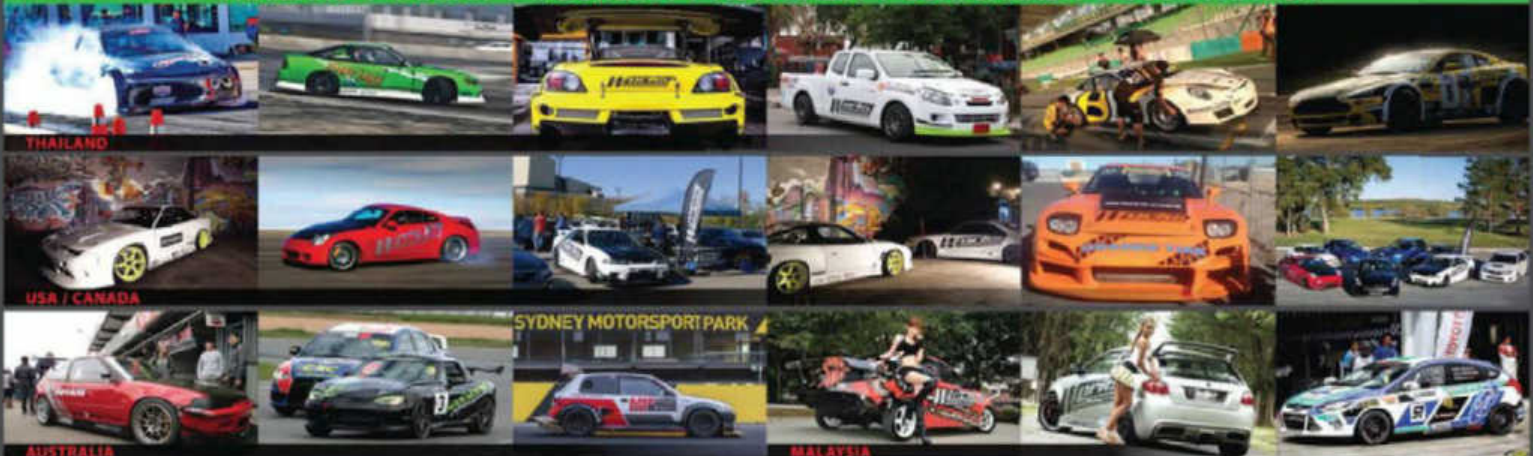


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All new Works Pro Q45 Throttle body (3 in 1). This newly designed and built to fit Heavy mod engine. Made of 7075-T7 aluminum for the best quality and throttle plate made of copper for the best reliability.



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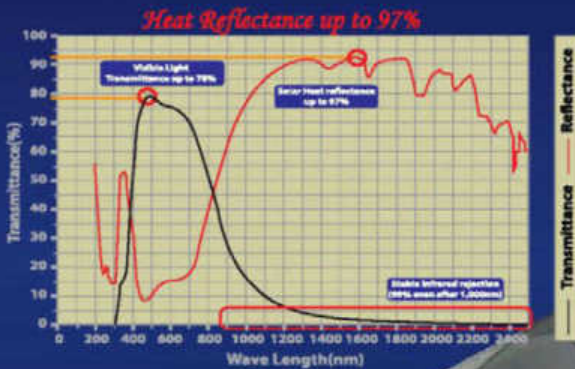


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Photochromic is the ability to change it's own colour under the influence of different exposure under the sunlight in different kind of angles.

Our **FIRST CLASS** by using special chemical, it provides this effect which will enhance the appearance of the window after the application of film.

The film will seems more to violet or navy blue under the sun. While there is not much sunlight, the film can be seen as clear as it is transparent.

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Appearance without sunlight



Appearance with sunlight



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Fuel temperature voltage



Fuel temperature voltage



Speed voltage temperature



Speed (overspeed alarm) voltage temperature



Speed voltage temperature



Mileage voltage temperature

Host Instructions



1. Ambient light detector
2. OBD data plug
3. Function key
4. Display screen

Function Instructions

■ Electronically Controlled Diagnosis System

OBD diagnose ◀
Driving test
Settings
Meter config
Product inf

<Keep pressing to return>

Scan DTCs ◀
Erase DTCs
Data Stream

<Keep pressing to return>

P0100
(MAF) quality
Air flow or (VAF)
Volume air flow
Sensor-circuit
Fault

DTC quantity 60TC
Freeze DTC P0100
Loop Status Open
Calculated Load 9.6
Coolant Temp 22 °C

<Keep pressing to return>

■ Product information

- 1 Version information
- 2 Protocol name
- 3 Compatibility solution

<Keep pressing to return>

■ Car performance tests

SpeedMax Set ◀
SpeedUp Test
BrakeSpd Set
Brake Test

<Keep pressing to return>

Brake Test
Real Speed: 98Km/h
Distance: 0m
Over-time: 0s

<Keep pressing to return>

■ Instrument parameter settings

Engine Size ◀
Fuel Type
OverSpeedSet
CoolantAlarm
Shift RPM

1.8 (L)

■ Instrument interface settings

- 1 LHK(current)
- 2 Coolant Temp
- 3 BatteryVoltage
- 4 Engine RPM

<Keep pressing to return>

Product parameters

Operating voltage: 10-18V DC
Operating current: <80mA
Sleep current: <15mA
Operating temperature: -20~85°C
Product volume: 57mm×67mm×46mm



OBD Connector Plug In

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Features

- OBX Pro-series Cam Gear are made from T-7 billet aircraft grade aluminum material, making each gear strong and lightweight.
- Increase horsepower and torque without any cam changes and are ideal for heavily modified engines.
- Hard anodizing on belt surface is lab-tested as the most durable anodizing on the market.
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The background of the advertisement features a blue sky with white clouds. In the foreground, there are three automotive components: a large aluminum radiator on the left, a smaller aluminum intercooler in the center, and a larger aluminum intercooler on the right. The SARD logo is visible on the top of the radiators and the top of the intercoolers.

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Happy Chinese New Year

Here we are again, at the corridor of a brand new year of the monkey, and I take this opportunity first and foremost to wish each and every one of our readers and clients, as well as everyone who celebrates, a merry and happy Chinese New Year. It seemed only yesterday that such wishes were made and here we are again. Oh my how time flies.

We have professedly brought upon our Top 20 collection for last issue and have seen it fit to pay an impromptu tribute to the likes of the GT-Rs and the 911s - certified legends of the league of performance cars. Each one of these unquestionably quick cars, with their successive generations and variations has had countless headlining appearances be it print media or the internet, and we ourselves have given homage and tributes and extensive coverage and exposé. And yet we can all unanimously agree that both these icons have always excited us to such an extent, that we can never ever tire of.

Thus we have for you right here a fabulous ATS-prepped tribute to the superlative Top Secret example currently starring on the mighty Japanese tuner's homepage. Then as per our double whammy Porsche 911 showcase we bring you a sumptuously built 991 GT3 conversion and the unmistakable wide fender Nakai San special RWB widebody convertible. Adding to these iconic collection we have a bold and brazen 630i Bimmer, a cool-looking Evo VIII, a loud (visual & aural) Triton pickup, plus a pair of local Protons, one being quite a showstopper at last year's Sepang drag battle.

Cheers!



Murali Krishnan



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FAZZY LOGIC



The Furiousness has all but gone, but the 'Fast' bit is alive and well.

No that wasn't a memo, it was a mission statement. Yeah, yeah, the reverie seems way out of place doesn't it? well I'd reckon the best answer to that self generated question would be 'it depends'. On what exactly? For one thing on whether any of you were old enough to remember that short dialogue. Those who were ought to know right away, those who weren't then your handheld device is right there in front of you, why don't you use it you silly boy.

Okay the above repartee might just be the most uninspired and out of place paraphrasing slash intro hitherto the first issue of a printed glossary that would now be just a pamphlet or a half-

sized brochure even. (Meaning they were exactly that for the most part - a news letter with the first workable concept of news coverage and features.

Be that as it may folks, although the news features way back when were 'spartan' for the most part, their crucial role as bringer and provider of news sensation takes on something along the path of righteousness - the credibility and moral responsibility of these forefathers of journalism (on cars, motorcycles, boats, shoes, pornography, morally sick activities and what have you) equates to a level of socially important individuals, and of course, truly upstanding members of the society.

When you consider the credibility that the more renowned motoring journalists possess, and indeed, enjoy, you'd get that sudden adrenaline rush that prompted the earlier repartee like? Or something along those lines okay?

Yeah well life freaking moves along faster than you can say hybrid power!

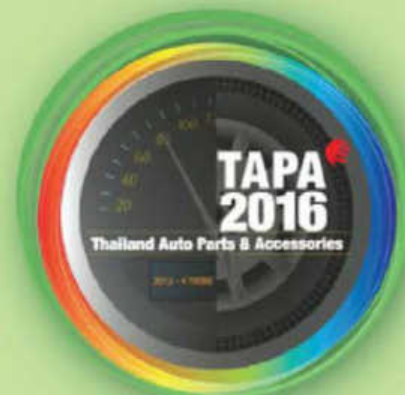
Get as much kick as you need to get you going, okay? And as ever, stay wise and always listen to your mother.

Go for it!



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Thanks for the feedback

Sometimes we never know but time flies nowadays. Now I realized that I have been filling this space with my random thoughts for just more than a year now. I hope you guys enjoyed this little monthly column I have. Personally I try my best to bring my content and writing up a notch with a hope to at least enlighten my readers regardless if it's from Hypertune, my blog or even on my social media.

In the pursuit to keep things relevant and free from useless talk, I have been open to my readers especially those who have a neutral and well thought out perspective for feedback to make whatever I write out better. To those who reached out to me about that, a big thanks because this is the kind of feedback that keeps my work going in the right direction.

Of course, many do notice and some might strongly disagree that some views I have on the car scene and many other things can be somewhat radical, but if a method works, why keep oneself confined in tradition? For those who understand my background can understand this perfectly. I do admit, I do not own a performance car, I have never entered track, and I am not a so called old timer. But since majority of the time I would be rolling alone so I would be seeing things from an outsider's perspective.

Among some things I would question is things like why is the car scene not as exciting as last year or the year before? What happened to all the purpose built cars? Is everybody into show cars now? Is grounding cables and some other cosmetic touches on one's car considered 'motorsport'? Just among the questions I would ask that many won't even think of asking in the open. I have said this before and I will say it again, I'm more into the smell of hot brakes and burning gasoline than just seeing cars parked at a mamak.

But I guess circumstances can be unavoidable, thus that's why it makes just seeing a well-built modified car such a rare thing nowadays. But I hope later in the future, we'll all be able to get out of this slump and see more well-built cars on our streets in the future, both in its function and appearance. I wish you all a good year ahead and keep watching this space.

Shout out to my friends from Hypertune and Shift, my partners from Farmofminds.com and Drift Life Magazine, my boys in the streets and beyond. For any questions and comments, drop me a line on blog or Facebook. Don't forget to follow my Vimeo and Instagram. Word up!

-Mat Canyon

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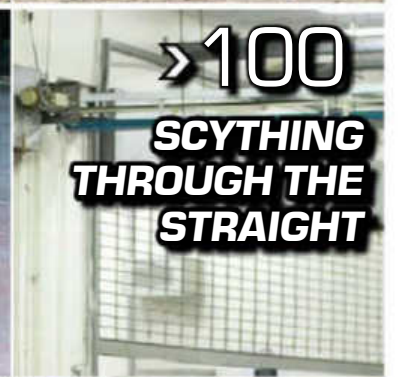
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ALL-NEW ELANTRA AND ALL-NEW TUCSON WIN PRESTIGIOUS iF DESIGN AWARD

Hyundai Motor received international recognition for its vehicle design from the prestigious iF Design Awards jury. All-new Elantra and All-new Tucson won iF Design Award 2016 continuing along the pattern set by Hyundai Motor's winning the iF Design Award for three consecutive years with the Genesis in 2014 and the i20 in 2015.

iF Design Award Winner, All-new Elantra fully employs Hyundai Motor's characteristic design philosophy, which embraces the company's 'Modern Premium' brand direction and is evident in the All-new Elantra's dynamic and refined form. With class-defining interior and exterior, All-new Elantra features refined style elements reflecting Hyundai Motor's evolving design philosophy. iF Design Award also recognizes

the bold and distinctive design of the All-new Tucson - Hyundai Motor's compact SUV. Its bold and athletic presence has been achieved through refined, flowing surfaces, bold proportions, sharp lines and the brand's signature hexagonal grille. The front of All-new Tucson is dominated by the hexagonal grille, which connects with the LED headlamps to create a distinctive identity. The A-pillar positioning and the directional shape of the wheel arches accentuate the car's dynamic appearance, even at a standstill. Inside, new soft-touch, high-quality materials are introduced across the cabin surfaces, creating a refined cabin ambience. The new horizontal layout of the center console conveys the car's elegance while increasing the feeling of roominess.



Brand New Handling Option for Ferrari California T

Maranello, 22 January 2016 - The California T, Ferrari's immensely successful front-engined V8 model with retractable hard top and 2+ seating configuration, is now available with the brand-new Handling Speciale (HS) option. The Handling Speciale option offers a series of specific calibrations and a set-up that lends an extra edge, especially in the Manettino's Sport mode. This bespoke solution incorporates new damper settings and modified springs that make the car stiffer which, although marginally reducing the ride comfort, results in even sportier feedback, aided and abetted by the new engine sound that increases as revs rise.

The gear-shift logic for the Sport mode has been modified (both in automatic and manual), resulting in faster, sportier gear engagement

during both up- and down-shifts. The HS package also includes 16% stiffer front springs and 19% stiffer ones at the rear with a consequent increase in body control thanks to lower roll, dive and pitch. The differences in Sport mode are underscored by a new strategy for the SCM3 magnetorheological dampers that increases their speed of response and improves their efficiency. The revised F1-Trac logic helps ensure even better acceleration, particularly when exiting corners and on more bumpy road surfaces.

On an aesthetic level, certain elements have been highlighted to underscore the HS package's sporty vocation while still retaining the California T's signature elegance and sophistication. These include the new front grille in matte Grigio Ferro Met and the rear diffuser in the same color with

matte black fences and matte black tailpipes. A special plaque in the cockpit also indicates that the car sports the HS optional package.

The new option makes its official debut at the upcoming Geneva International Motor Show.



The perfect setup by the push of a button: Adaptive KW coilover technology with smartphone control for new Audi RS3!

Fichtenberg (Germany), January 14th 2016 - The new Audi RS3 receives a great plus of driving pleasure with the adaptive KW DDC ECU coilover kit. The suspension kit also allows to easily adjust the driving behavior of the Audi RS3 via App. The KW DDC App that is compatible with countless smartphones is a great tool for users due to its intuitive ease of use. In addition, the adaptive KW coilover suspension adapts in Comfort mode to the current driving situation. Together with the renowned Audi tuners MTM, the KW test engineers have developed the driving modes Sport and Sports+ for maximum driving dynamics in the Audi RS3. The stainless-steel KW DDC ECU coilover kit allows a continuous lowering of up to 35 mm and is now available.

The current Audi RS3 with its 2,5-liter five-cylinder turbo and 367 hp is a serious competitor for the BMW M235i, Mercedes-AMG A45, VW Golf R and Co. in the sporty compact car segment. Compared to the conventional A3, the sporty RS3 is already in series lower by 25 mm. And the Audi specialist MTM proves that there is even more to get out of it. The five-cylinder now delivers 435 hp and the maximum torque is 605 Nm, at the moment MTM is also testing a 502 hp version. To ensure that the driver is not overstrained with this MTM performance explosion, the refiner equipped the car with an adaptive KW DDC ECU coilover kit. The suspension kit in the Comfort mode automatically adapts to the respective driving situation. Also the two sporty programs Sport

and Sport+ of the adaptive KW coilover suspension ensure excellent handling characteristics and vehicle control.

KW DDC App: The App for an adaptive driving pleasure

In real time, the KW DDC App allows to intuitively adjust the damping characteristics to the personal driving preferences, loading conditions or to the wheel / tire combination. "With the App, the adaptive dampers of the KW DDC ECU coilover kit can continuously be adjusted per axle from the maximum Comfort with a very soft damping (displayed in the App with 0%) up to the Sport+ damper setup (displayed in the App with 100%)", explains KW Product Manager Johannes Wacker. The KW DDC App features a vehicle-specific safety-related control range. In mode Sport+, the KW dampers give the RS3 a direct and unadulterated driving behavior, a setup that is ideal for demanding trips on curvy roads with many load changes. The Sport mode on the other hand is perfect for driving on the highway with long curves; while the Comfort mode is the ideal travel companion on poorly maintained roads. The available presets also allow to store different damper setups for different routes and afterwards to share with friends via email. "In addition, it is possible to set the KW DDC button with the personal damper setups, to easily switch between the personal driving modes." The communication between smartphone and the KW DDC

ECU suspension control takes place via a secured WiFi connection and the optional WLAN module.

The tested lowering range allows an adjustment between 10 - 35 mm, which is set directly on the stainless steel struts at the front axle and via the rear axle height adjustment. The Apple iOS and Android compatible App is available for free in the respective "App-store".



THE ULTIMATE ECU UPGRADE

APR's ECU upgrades are one of the best horsepower-per-dollar modifications available in the market. The APR ECU Upgrades are designed to work without requiring other changes to the vehicle's hardware. It is available in octane-specific variations and is conveniently flashed to the factory ECU through the OBD-II port without any physical modification to the factory ECU.



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ECU upgrades are also available for Audi, Porsche and Skoda models.

HANKOOK VENTUS V12 EVO2

Hankook's proud 70-year-long history, have seen numerous important milestone being achieved one of which was being the official tire for Deutsche Tourenwagen Masters (DTM) in Germany, the largest motorsports competition in the world. Not resting on their laurels, they are paving the way for the future with a commitment to create new possibilities and overcome challenges that lie ahead. With its customers and society always in mind, Hankook aims to contribute to the development of the driving experience worldwide. Their current product lineup includes the Ventus V12 evo2 - Hankook's Max Performance tire developed for the drivers of sports cars, sporty coupes and high performance sedans who want to express their personality and style. Designed to

deliver impressive traction and handling, Ventus V12 evo2 tires offer comfort and control in warm dry and wet road conditions. The Ventus V12 evo2 radial's high-grip silica tread compound features an innovative functionalized styrene polymer that lowers tire rolling resistance to enhance vehicle fuel economy without surrendering dry and wet traction.

The Ventus V12 evo2 compound is molded into a directional tread design featuring notched shoulders and 3D intermediate ribs flanking a continuous center rib to promote dry handling and traction. Circumferential and Aqua jet lateral grooves promote efficient water evacuation from the center of the tire's contact patch to enhance hydroplaning resistance and wet traction. Grooves in the intermediate blocks

feature stealth technology and a unique wing tip design that reduces noise.

The tire's internal structure includes two wide steel belts reinforced by two plies of spirally wrapped jointless nylon. High stiffness bead fillers sandwich hard rubber between the sidewall's polyester cord casing plies to improve handling response by resisting distortion at high speeds and while cornering.

For more info call Hankook Tire Malaysia at: +603 6026 1873



PETRONAS TRIUMPHS IN THE DAKAR RALLY 2016

PETRONAS De Rooy Iveco team advantage over closest competitor

Gerard De Rooy, captain of the PETRONAS De Rooy Iveco team, won the 2016 edition of what is recognized in the world as the most demanding off his green Iveco Powerstar truck powered by PETRONAS Urania engine oil and PETRONAS functional fluids was the first to cross the finish line with 1 hour 15 minutes 27 seconds of Mardeev, the Russian driver of Kamaz Team.

"We wish to thank PETRONAS that is not only the title sponsor but a very valuable technical partner. PETRONAS' formulations, technical expertise, and helped us improve our trucks' performances especially in some very critical conditions like we have in the Dakar, the role of a reliable, high-performing engine oil cannot be underestimated and that is what we get with PETRONAS Urania. This win proves that PETRONAS is more than just a supplier of superior lubricants and functional fluids - they

are the true experts and very relevant to our success," said Gerard De Rooy.

2016 marked the fifth year of the Petronas-Iveco-De Rooy partnership, after scoring its maiden win in 2012, they have kept their competitive spirit alive on and off the tracks. As a long term tech collaborator with Iveco, Petronas plays a key role in the development of lubricants, transmission fluids and coolant that are customized especially for the De Rooy's Powerstar and Iveco's global fleet.



The new mid-engine roadster with four-cylinder engines: Porsche 718 Boxster; 35 hp more power – 13 per cent better fuel economy

Stuttgart. 20 years after the first Boxster made its debut, Porsche is restructuring its mid-engine roadsters. The designation for the new generation of models is 718 Boxster and 718 Boxster S. The two-seat convertibles are now more powerful yet more fuel efficient. With them, Porsche continues the tradition of the four-cylinder flat engines that were used in the Porsche 718 mid-engine sports cars that won numerous races back in the 1950s and 1960s, among them being the legendary Targa Florio and Le Mans.

The launch of the new 718 Boxster generation represents the first time that Porsche is implementing sports cars with four-cylinder flat engines again since the end of the 1960s. Turbocharging significantly boosts torque. The two-litre engine of the 718 Boxster has a maximum torque of 380 Newton metres (100 Newton

metres more), which is available from 1,950 rpm to 4,500 rpm. The 2.5-litre engine of the 718 Boxster S even attains 420 Newton metres (60 Newton metres more) over a speed range from 1,900 rpm to 4,500 rpm.

Thus, the new 718 Boxster models sprint even faster. The 718 Boxster - with PDK and the Sport Chrono Package - sprints from zero to 100 km/h in 4.7 seconds (0.8 seconds faster). The 718 Boxster S with the same equipment completes this discipline in 4.2 seconds (0.6 seconds faster). The top speed of the 718 Boxster is 275 km/h, and the 718 Boxster S has a top speed of 285 km/h.

Adding to all these are an extensive selection of key new features including the fully standard Porsche Communication Management unit with mobile phone preparation, audio interfaces and

the Sound Package Plus with 110 watts of audio power. The new 718 Boxster and 718 Boxster S is schedule to be launched in Malaysia Q3 2016. Sime Darby Auto Performance Sdn. Bhd.



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LIGHT WEIGHT PERFORMANCE WHEELS

Flow forming is one of the most advanced manufacturing technologies to enter the wheel industry. Flow Forming Technology involves the application of pressure to the inner barrel of the wheel, while spinning and after it has been casted. This process stretches and compresses the aluminum, which increases tensile strength. In this respect the process shares similar properties to those found in the forging process. The final product is lighter, stronger, has increased elongation, and a much greater shock resistance as well as an increased load capacity over regular cast wheels.

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AD57	20"x 8.5J 10J	5x112 114.3 120
AD58	17"x 7.5J 8.5J	8x100/114.3 5x114.3
	18"x 8J 9J	5x112 114.3
	19"x 8.5J 9.5J	5x112 114.3

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Renault launches comprehensive motorsport programme

4 February 2016 - Groupe Renault Chairman and CEO Carlos Ghosn has revealed Renault's complete motorsport plans at an event held at the Renault Technocentre in Guyancourt, France, as the French auto giant distils Renault Sport into two entities: Renault Sport Racing and Renault Sport Cars. Renault Sport Racing will encompass all Renault's motorsport activities, including Renault Sport Formula One Team, Renault e.dams, Formula Renault 2.0, Renault Sport R.S.01 Trophy, plus further customer racing and rallying programmes. Renault Sport Racing will cover operations at the two Renault motorsport sites at Enstone, UK, and Viry-Châtillon, France.

Renault Sport Cars, new name of Renault Sport Technologies, will manage the development and commercialisation of the Renault Sport car portfolio, made all the more well known internationally by its virtuoso performance cars

- the fabulous Megane & Clio R.S. This move will allow Renault Sport to further develop its international footprint, brand appeal and portfolio growth with increased R&D investment. Renault will use the new structure for two primary functions. Initially, it aims to promote the Renault Sport brand to a wider audience primarily using the Renault Sport Formula One Team and the global audience of F1. Secondly, it will use Formula E and racing activities such as the Clio Cup to showcase the image and design of other aspects of the Renault range such as electric vehicles. The Renault Sport Academy was also officially announced, with the double objective to find emerging talent that can be brought to Formula 1 and to provide an opportunity for Renault's markets to take an active role in the construction of tomorrow's sporting performance through promoting and following their local drivers.



All-New MY16 Subaru XV Now Available in Showrooms Nationwide Kuala Lumpur, 20 January 2016

- Motor Image Malaysia, the exclusive distributor of Subaru vehicles in Malaysia, today launched the all-new MY16 Subaru XV offering improved aesthetics, enhanced features and an optimised powertrain to deliver a more enjoyable driving experience for its customers.

The all-new MY16 Subaru XV is available in two variants - 2.0i and 2.0i-Premium - priced at RM121,000 and RM125,000 respectively (before GST, without insurance, registration fee and road tax). Customers will have six colour options to choose from - Pure White, Ice Silver Metallic,

Desert Khaki, Tangerine Orange Pearl, Dark Grey Metallic and Obsidian Black Pearl.

Drivers are increasingly seeking vehicles that are tech-savvy, safe and efficient yet versatile and stylish enough to complement their active lifestyles, which is driving a surge in the trend towards compact SUVs and crossovers globally. Subaru is confident that with its refined exterior and interior, extra equipment, responsive and spirited performance, combined with the company's build quality and design, the all-new MY16 Subaru XV will ensure optimum result and

deliver enhanced value-for-money to customers.



The Country's Third Volkswagen 4S Technical Centre is now open

KUALA LUMPUR, 2 February 2016 - Volkswagen Malaysia and Swire Motors is pleased to announce the launch of the latest addition to the Volkswagen network - the Volkswagen Puchong 4S Centre. This outlet is also the country's third Volkswagen Technical Service Centre. Since the ground breaking ceremony in May 2015, Swire Motors is now ready to launch their full fledged centre that is able to cater to the complete needs of Volkswagen owners from sales to after sales covering quick and general service, accident repair, body and paint as well as diagnostics and major repairs.

Spanning over a total of 92,000sqft, the Volkswagen Puchong 4S Service Centre currently has 24 service bays and can expand up to 35 service bays in the future. They also have the largest Volkswagen showroom which can accommodate 15 car displays and have 2 car delivery bays. In an effort to boost ownership experience, Volkswagen Puchong 4S Centre is armed with 30 experienced and trained aftersales staff. Swire Motors has invested a significant amount of RM20 million on the land, build-up, Volkswagen approved equipment, facilities, aftersales and on hiring and training their staff.

Volkswagen Puchong 4S Centre operates from Monday to Saturday from 8:30am to 6:00pm and on Sundays and Public Holidays from 9:00am to 6:00pm for its showroom. For after sales it operates from Monday to Saturday from 8.00am to 8:00pm. Other facilities such as a customer lounge with four computers for customers use, TV with various Astro channels, a café and high speed WIFI is also available. For more information, please visit www.volkswagen.com.my



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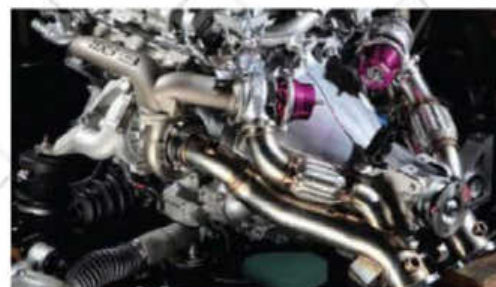
AD3 Wheels



Wheel industry is by far one of the oldest in automotive industry as all cars come with 4 wheels. We all know that changing your wheels will literally change the way your car looks. AD WHEELS was founded by Andy Liew more than 20 years ago. Being one of the veterans in Malaysia wheels industry, his unique knowledge and vast experience in the wheel industry is second to none and has one of the widest coverage of wheels resellers in Malaysia. With the vast range of brands and designs, AD WHEELS is able to meet all kinds of requirements even the trendy designs that have emerged in the last few years. The variety has spawned from the simple 5, 6 or 10 spoke to the current trend of deep dish or flared out designs with cool funky bright colors. Like the new AD3 Motorsport wheels manufactured via Flow Forming Technology - which involves the application of pressure to the inner barrel of the wheel while it is spinning and after it has been casted. In other words the AD3 Motorsport wheels are lighter and stronger over regular cast wheels. Call AMG Auto Supply at +603-7845 2144 for more info

ATS HKS GT1000 R35 TURBO KIT

ATS Automobile now brings you the HKS GT1000 turbo kit for the fabulous R35. This kit, as the name implies delivers a cool 1000 horses for the mighty Nissan. It features twin GT II 7867 turbochargers, reliable heat resistant exhaust manifold castings, HKS GT II 50mm wastegates, SUS 304 front pipe, polished 70mm suction pipes, with the requisite ancillaries therein. The new GT1000 provides effective boost control and prevents from exhaust loss. For effective intake and exhaust flow, HKS has newly redesigned original suction pipe and chamber pipe for the new GT1000. Our proven technology "heat-resistance cast" was employed in exhaust manifold which provides high resistance in the heat and vibration. GT II is adopted for wastegate of GT1000 which is very small and light and still has secure boost control. Call ATS Automobile at 019-688 8865 / 03-5636 4355 or visit their website at <http://atsautomobile.blogspot.com/>



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Among the upper tier brand of Japan's huge automobile industry DENSO have made it their time honored corporate business philosophy to ensure their product's of the best quality inside and out. Like the DENSO Iridium Power® range of spark plugs. Apart from its obvious quality, the Iridium Power best demonstrates its performance improvement during acceleration. The plug's world's smallest center electrode and specially shaped ground electrode deliver maximum spark energy while withstanding temperatures greater than 4000° F. These features combine to achieve higher ignitability and require lower spark voltage than ever before. As a result, acceleration improves in comparison with normal plugs. Other key features includes : tapered cut, U-Groove ground electrode, world's smallest 0.4mm iridium center electrode, patented 360-degree laser welding assembly process. For more information, please call Kakimotor at 1700-81-7121 or visit www.kakimotor.com.

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The current generation of automobiles comes equipped with a wide array of intelligent interactive displays that shows numerous readings as per the condition of your car, for the most part covering the most essential criteria therein. Faulty messages and warning indicators are displayed by your vehicle's on-board computer for a number of reasons; for the most part manufacturers have integrated these early warning signs to prevent failure from occurring at the worst possible times or when you most needed your car to be in proper working condition. To put your mind at ease, DU Autoworks provides services which include among others; Vehicle Health Diagnostics using the latest equipment; car maintenance in accordance to the manufacturer's specifics, preventive maintenance and diagnosis of critical items as such, on-site assistance etc. DU Autoworks uses genuine OEM parts, fluids and oils provided by Mobil 1, and employs well trained tech crew to attend to your every need. For more information call DU Autoworks at +603 7726 1171 or email: duautoworks@gmail.com

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The Champiro SX2 is a high performance summer tyre from GT Radial, designed and built for all types of sports cars, coupes and sedans. The Champiro SX2's treads are designed to provide exceptional traction and cornering grip on dry or wet pavement, as well as a smooth ride. The Champiro SX2 features extra wide shoulder blocks that help to increase cornering performance and stability on the road, as well as a wide center rib for enhanced traction and grip on dry and wet road surfaces. Furthermore, with an aggressive tread design combined with a silica compound, it also adds to the high level of grip on the road while wide circumferential grooves get rid of water quickly to avoid hydroplaning in wet conditions. The tires also come with a gradient design that spreads heat evenly around the tire and ensures that they have a longer lifespan with more consistent performance. The GT Radial Champiro SX2 is offered in sizes ranging from 15 to 18 inches. Affordable with a great design, the SX2 performs really well in both wet and dry conditions. Call Heap Joo Company Sdn. Bhd. at 04-262 5006 for details.



HKS R35 Stroker Kit



HKS has developed upgrade kit for the mighty R35 GT-R for some more power! People who are not satisfied with 800+ and want more power on R35, this is the kit you need. This top-notch, high-ended, made in Japan stroker kit consists of pistons, conrod and crankshaft and each and every one of the components are made by billet method. The billet method formed, forged piston's perfect shape of very short height low friction type gives lightweight and strength. They are 80g lighter compared to the stock and STEP1/STEP2 piston. Similarly, the kit's conrods are completely original in-house design. Only HKS can provide the high quality total setup package kit. This kit gives further power upgrade from 800++ hp. It includes Surge tank, injector kit, intercooler and etc. It is offered separately for a total tuning solution. HKS have tested its products over and over in the bench and Japan's world renowned racing circuits, using the very best machinery and most skilled and most experienced personnel for the best attainable performance as well as safety. For further info call ATS Automobile at 019-688 8865 / 03-5636 4355 or check out their website at <http://atsautomobile.blogspot.com/>

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Kings Lubricants brings USA technological insights to its products, offering you the best formulation for your vehicle's engine. Whatever your needs or application, Kings can provide a full range of lubricants including synthetic high performance products. Kings' superior oils and lubricants were formulated to work by cleaning and protecting your engine, help prolong its life, improve its performance and contribute to its fuel efficiency. Kings Lubricants engine oils have some of the widest multigrade ranges of any oil company. Now is as good a time as any to purchase Kings Lubricants oils for your car, because from now there is a special promotion that offers you among others some excellent free gifts with every purchase of Kings Lubricants products. Get a free Kings Lubricant t-shirt with any Kings 10W 40 or 5W 30 oils, or get a free Kings Lubricant umbrella when you buy the Kings 5W 40 oil. For more info call Kings Lubricants at 03-6242 6182 or email them at info@kingslubricants.com



MICROTECH LT-16C ECU

The LT-16c is MicroTech's flagship model ECU. The LT-16c has the capabilities and several features seen on its competitors more expensive units and yet it still retains MicroTech's ease of installation and tunability, all at an affordable price. The LT-16c comes standard with 8 injector and 8 ignition outputs and is capable of working with most common engines up to 16 cylinders and 4 rotors and will support most factory ignition systems such as multi coil and distributor as well as aftermarket ignition systems such as CDI's or MSD. A new feature for the LT-16c ECU is the addition of a CAN output which will allow the MicroTech ECU to connect directly to most common aftermarket dash loggers such as Racepak, PCS or MoTec. The MicroTech transmits data via the CAN bus at 1 Mbit/second. The LT-16c is capable of controlling sequential injection on 4, 6 and 8 cylinder engines as well as 2, 3 and 4 rotor Mazda rotary engines and direct fire ignition for engines up to 8 cylinders or 4 rotors, or wasted spark ignition on engines up to 16 cylinders. More info can be obtained from Millennium Motorsports at +03 5633 4454



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Hyperlube Lubricants

Hyperlube Lubricant (M) Sdn. Bhd. is engaged in product development and manufacture of lubricants and specialty oils for automotive, industrial and marine applications. Hyperlube's range of motor oil consists of fully synthetic, semi synthetic lubes among others and they're some of the most advanced high performance synthetic passenger car motor oils exclusively developed for latest generation passenger cars and light duty vehicles. The latest formulation technology used in this oil provides overall lubrication for all types of vehicles, especially high output, turbocharged, supercharged multi valve fuel injected engines in passenger cars, SUVs, light vans & trucks. It is specially designed to ensure maximum protection over extended oil-change intervals and reduction of engine noise. It exceeds the requirements of most of the major automobile makes' standards. SAE 5W-20, 5W-30, 5W-40 grade is formulated to meet the requirement of API SM/CF. More info can be obtain by calling Hyperlube at +603-7847 4002 or email at: admin@hyperlube.com.my



RAXER WHEELS Straight UnderCut Series

With over 15 years in the wheels market Raxer Wheels have grown into a pretty popular name in the local scene as it progresses along its corporate mission to create the most innovative and highest quality wheels in the Malaysian aftermarket wheel industry. And now they bring the Straight UnderCut Series - an aesthetically eye-pleasing collection featuring Raxer's distinctively stylish designs. Another series of attractive Raxer wheels from its R Series, here's six more designs to choose from, just one of Raxer's huge collection of stylish and freshly designed wheels; all of which are available in all the popular sizes and fitments. First in the Straight UnderCut range is the R10.4 in sizes 15 up to 17 inch, then there's the R8.4 sized 15 & 16 inches, the R7.2 sizes 15 & 17 inches, R6.3 in 17 inches exclusively, the R6.2 from sizes 15 inch right up to 17 inch, and the R5.4 (17 inches). For more details and information on the amazing Raxer R Series and other Raxer models call MH Racing Marketing at +6012 315 6221



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The SARD fuel rail is one of the best looking and functional fuel rails on the market. all SARD fuel rail are cnc-machined, billet aluminum construction for unequaled fit and finish , combining a solid, durable mounting platform with correct fit and 'bolt-on' ease of Installation. Anodized finish that looks great and protects against corrosion. SARD fuel rail Upgrade kits are high-performance fuel delivery units that are designed to properly supply the additional fuel needed for high boost/performance applications. One of the vital upgrades necessary when you start tuning any engines and especially for those aiming for big power this will compliment your injector upgrades, The SARD fuel rail also compatible with stock and aftermarket injectors, Allows use of stock fuel pressure regulator. It also works stock or on other aftermarket intake manifolds so enthusiasts could get the same great performance and value that they deliver. For more details SMS 019-9192832 or email sardracing@outlook.com

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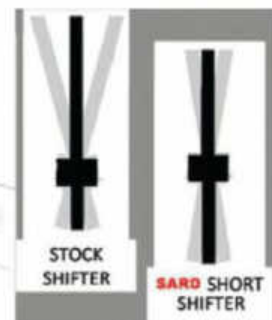
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SARD short shifter

The geometry of a short shifter differs from the stock shifter in order to reduce the distance that the upper section where your shift knob threads on needs to move to achieve the same degree of movement in the lower section where the shift rod or shifter cables attach. This ensures that although your hand is moving a shorter distance, the transmission is still fully engaged in every gear. By altering the geometry of a shifter, SARD has created the superior shifter design. With a shortened shift stroke, shifts are made quicker and more accurately, resulting in increased performance. SARD short shifters are designed with the right combination of angle, length, and bends to give your shifts a shorter stroke and the precision needed. Adding a SARD short stroke shifter to your vehicle will not only result in increased performance, it will give your vehicle a more solid and precise feel.



SSCUS FESTIVE PROMO

SSCUS near twenty-five years experience and its singular position as the preeminent local brand in the aftermarket car seats, have enabled the brand to obtain a sizable portion of the local market. There is truly a well earned reputation as well as status standing proud among the more established international brands of car seats. There's no doubt there's a comparatively big difference in the SSCUS pricing but, there is no such simile in quality and craftsmanship. Admiring the product up close and the quality is clear for all to see. That is yet another reason to consider this special SSCUS promotion - that for just RM460 per piece you can get yourself a full foam SSCUS bucket seat. Surely an offer like this does not tend to last for long so that's why you need to go find a way to convince your pretty wife that that pile of cash you took goes right where she's sitting comfortably in. The go-to people for this is none other than Two Seating Sdn. Bhd, at 09-573 3232



Ultra Racing Braces for Toyota Fortuner

With more than 14 years experience and know-how in Chassis Handling & Tuning segment, Ultra Racing is among the most respected name in the local tuning scene. They are proudly a Malaysian-based specialist manufacturer well known for their "one-piece" design of solid brackets attached to the strut bars which makes the strut bar simply more durable and provides better resistance in chassis flex. The Ultra Racing products for the Toyota Fortuner is all about the best and this front braces is the first among the product line for the Toyota. It does what it claims to and much more. For more details please call Ultra Racing at 03-4280 4213



Eurol oils

Eurol Oil - a line of European based oils that hails from the Netherlands is now available here in the local market. Eurol's extensive offering for cars consist of numerous types of engine oils, transmission oils (including ATF's), numerous additives, fluids (for brakes, power steering etc), greases, Airco oils, Jack oils, products for winter and summer, and many more. From their product line-up it is pretty obvious that Eurol Lubricant have the right product for you regardless of what your needs may be. Should that need be racing then Eurol's Racing Oils provides a quick and stable lubricant film, protecting all moving parts against wear, even under the most heavy duty operating conditions. Because of the special additives, this oil has an excellent thermal and oxidation stability. Eurol® Maxence RC 10W-60 reduces combustion deposits, wear and enables a higher power-output. This oil offers an excellent corrosion protection, while deposits are reduced to a minimum and the viscosity stays in grade. More info can be obtained by contacting: OCTO Galaxy Sdn. Bhd. at +60 7 8619691, email: sales.octogalaxy@gmail.com Or you check out their website at <http://www.eurol.com/en/36-home.html>



Venttec door visors

Venttec are staking a claim on the window visor market by taking customization and quality to new levels. They offer OEM levels of quality and fit. Window visors allow fresh air to enter while keeping out rain and sun glare. The visors are made from custom moulded premium-grade acrylic material that is scratch resistant. Furthermore, installation is a snap-in install with no drilling required, only 3M acrylic foam tape. Contact Venttec at 03-8723 9950 or 016-224 5554. You can email them at bernard@venttec.com.my or visit their website at www.venttec.com.my.



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Kumho PS31

The Kumho ECSTA PS31 design features stylish lateral grooves, Solid Rib Design and Brand Logo - The solid center rib reinforces block stiffness and improves wet braking; with the ECSTA brand logo featured on the center rib; Wide Lateral Grooves - Wide lateral grooves help to maximize water displacement when cornering; while the groove angles range from 0-10 degrees preventing irregular wear. Also it has a Wide Four-Channel Circumferential Grooves - for improved hydroplaning resistance, and 3D Dimple Design - Minimizes heat build up on tread blocks and enhances high-speed durability. Another interesting trait is the Sidewall & Microgroove Design - The sidewall features a racing inspired checkered design to indicate the tyre's ultra high performance capabilities; as well as microgrooves with diagonal sipes provide efficient water drainage to avoid hydroplaning. Kumho tyres are available here in Malaysia from Etasia Marketing Sdn. Bhd. / Kit Loong Group and you can reach them at 03-7770 1678.



Arospeed Lightweight Crank Pulley for Perodua Axia & Honda Civic 2012

The crankshaft pulley is responsible for turning the belts that operate the engine and other accessories, holding a belt or separate belts for the air conditioner and alternator. Unfortunately, this pulley can become faulty over time and may need to be replaced. Should that come perhaps a moment too soon especial for Perodua Axia and the 2012 Honda Civic owners then fret not, because Arospeed's new arrival of ultra lightweight extra hardened crank pulley is available just for you. As we all know like the back of our hand, lightweight is key, and lightness is even more critical when it concerns moving parts underneath the hood. The Arospeed Lightweight crank pulley for the Axia weighs a feathery 600 grams while for the Civic. It tips the scale at a still considerably light 750 gram. Needles to say that its state of the art lightweight construction ensures real world performance benefits that imply every nickel and dime and cents you invested for these Arospeed goodies are totally worth it. Call Howard Goh of Cybertech Enterprise at 012-372 2505

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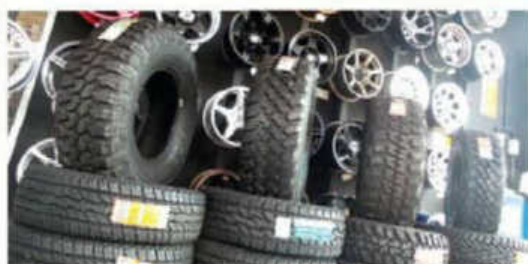
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Cover Car | ATS GT-R Special

SECRETLY AT THE TOP

Text: Faz&Furiouz
Photos: Kenny Yeoh
Model: Joleen Heng

Smoky's Top Secret bling baby

ATS
AUTOMOBILE





From its perfectly detailed finish, to its inevitable Hypertune appearance, this special GT-R project was predestined in so many ways,



For sheer immersive experience, inasmuch as a speed junkie perpetually insatiable need for more speed, with the accompanying visual glorification, that forms the very essence, no one goes that one telltale steps further than the Japs. They could pretty much take your wildest, most erotic four wheel fantasy and not only make it real, but they'd even add a few smack-bang percentages of craziness to the whole idea. And never you miss interpret the term 'crazy' for going loco or anything approaching going nuts that entail an actual lost of rational thinking, because with the likes of the many renowned purveyors of customization that hailed from Japan, there's a real genius at work.

But that's hardly a revelation these days isn't it? The recent Tokyo Auto Salon - among the most glitzy and glamorous tuning showcase held annually, is the perfect indicator as to the current 'health' of the tuning industry that called Japan home. Now among them there's a number of those 'cigar smoking godfathers' of tuning respected the world over. And among these godfathers there lived one 'boss among bosses', a man who has 'been there and done that' tuning wise countless times over. The man is none other than Smoky Nagata the Big Man of Top Secret.

The legends of Kazuhiko Nagata and Top Secret

are intensively chronicled as part of Japanese folklore I'd reckon as the exploits accredited to his fame and fortune is all about speed, and its manifestation from the instantly recognizable Top Secret cars - with even more 'go' that exceed their already huge 'show' (wild be-winged widebody wrapped in signature 'gold paint' decals) and the crazy antics of Nagata san, top speed runs on public roads, a couple of which came out on the Option Video series way back when - the run-ins with the law in the UK and New Zealand, the exact video were way more entertaining than the pathetically pretentious real world videos we have loaded in the internet.



In any case the correlation between this one of a kind GT-R and the Top Secret 'kinsmen' is pretty obvious isn't it? There have been so many supposed spin-offs therein with the same approach, same inspiration, same enthusiasm, same budget allocation (sometimes substantially more), but rarely have the end result looked as good as this one right here. The back story that ended with its rather special 'headlining' appearance right here and right now, could well have some elements of Smoky's adventurous life force. With his 'go for it' credo, there's more than just his carefree spirit at work when it comes to massively modified GT-Rs such as this. So let us then, get right to it shall we?

In the beginning there was this unquenchable thirst for a certain kind of styling concept the owner had in mind for his classy but stock (at first duh) silver GT-R. The time-honored practice of doing some research were put in play, and the more likable examples he'd come across the more he's convinced that something extraordinary was looming just ahead. One link after another came and gone until the link came right Top Secret Japan's way, and lo! And behold! The GT-R's splattered on Smoky's Top Secret homepage had exactly the look he'd wanted, not to mention that it was silver also, with the bold and contrasting aftermarket add-ons making the decision a formality.

Pretty soon with exacting idea of what he desires swimming in his mind the owner set about seeking out the 'right' folk to make his GT-R vision a reality. Enter ATS Automobile - an established name in the local scene that have made quite a reputation for all things GT-R. And so began yet another super special project for the highly respected GT-R experts with an owner who speaks their language, as in someone who knows his stuff, clearly knows what he wants and obviously have a steady flow of resource to cover what he desires and then some. So the concept was discussed and things just went as smooth as a baby's skin thereafter. An array of tier-one Top Secret body parts were shipped in - the 'I mean business so get the hell out of my way' front bumper, the wider fenders, and the rear lip section.



Silver paintwork, glossy black and brooding bodywork, topped with Amuse bodacious rear wing.





Varis carbon fiber hood came in next and after that the final piece of the GT-R's Top Secret jigsaw - the spectacular rear wing sourced from Amuse. Oh yes! How could we neglect to mention those timeless classics SSR 5-spokers dipped in the most gorgeous of black finish. They're sized just right too, at 20 inch, 9.5 and 11 inches wide front and back, with offsets +22 front and +15 at the back. The stance, aesthetically correct with the rollers in place as you can see, had quite a bit to do with the expertly set-up KW Clubsport suspension kit. Now the look is complete, and it fits the owner's requirements to perfection, and just for the heck of it, how's about all you cynical folks out there do the side by side comparison yourself; Go on then knock yourself out.

Insofar as the GT-R's styling aspect been

entirely cut and dried, meaning to the owner's satisfaction, the next inevitability was, yeah you've guessed it - the all important power increase. In this purview nothing less than the tuning industry's mightiest brand would do. HKS hugely popular, earth-shaking performance arsenal, were brought in and the list is topped with the, well they're all pretty much the most desired parts for any enthusiasts but be that as it may, the Spec R Titanium exhaust system provides the major source of performance bling. Further goodies include upgraded spec Garrett turbocharger, turbo actuator, BOV, piping for the intercooler, suction kit, all with those famous three lettered HKS insignia. 1000cc Injector Dynamics delivers the extra fuel needed, and some variables maximization were achieved by utilizing Cobb Tuning's stellar tuning superlatives.



Check out the rims - Pretty much the standard bearer amongst all aftermarket wheels - the understated SSR GTF01 in timeless 5 spokes.





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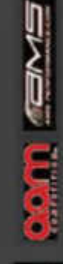
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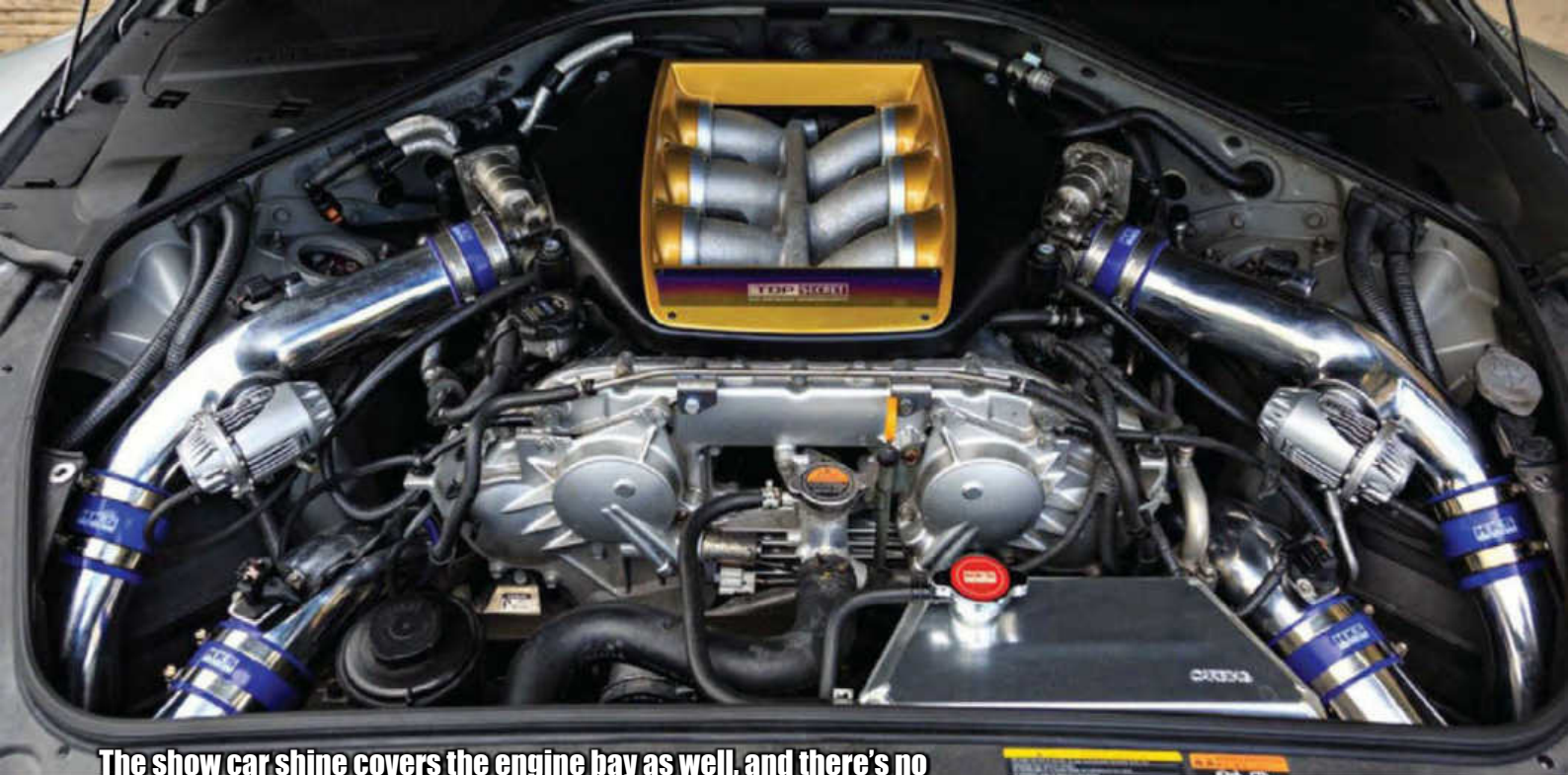
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The show car shine covers the engine bay as well, and there's no mistaking the Top Secret decal is there?



There were no dyno figures given but consider this: the owner have had a number of Hypertune-worthy rides featured in the past, most if not all have been given some handy helpings of pure unadulterated horsepower. Should numbers pertaining to power figures concerns you then the above reminder need be put in any guesstimation on your part.

For us though, seeing an honest to goodness tribute to Smoky and the mighty Top Secret Performance Engineering Service is joy enough. You ought to count your blessings know what I mean? *Hypertune*





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Hyperfacts!

Engine Mods: 3.8 L VR38DETT twin-turbo V6; HKS performance parts
- HKS Spec R Titanium exhaust system, HKS BOV, HKS Turbo actuator,
HKS intercooler pipe. HKS Suction Kit, 1000cc Injector Dynamics,
Upgraded Garrett turbocharger, Cobb tuning

Transmission: stock

Chassis upgrades: KW Clubsport suspension

Exterior: Top Secret carbon fiber front bumper, Top Secret wide fenders, Top Secret rear lip, Varis carbon fiber hood, Amuse rear spoiler

Interior: stock

Wheels & Tyres: SSR GTF01 20×9.5J front 20×11J rear

Garage: ATS Automobile



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Jolly Good

Name: Joleen Heng
DOB: 26/9/1996
Age: 20 (2016 year)
Height: 163cm
Weight: 42kg
Vital stats: 36C,24,33
Place of birth: Kuala Lumpur

Again, when the girl of the month tends to show her extroverted façade - the sort that radiates warmth amidst a relaxing easy going surroundings, we'd be ever more tempted to let her speak without so much as us interrupting, apart from clumsily getting beside ourselves to gain her sole attention, as it were.

Okay then, this time around, it is already decided upon, the 'letting the cameras roll unrehearsed inasmuch. Here goes it:

(on her background) I grew up in Kuala Lumpur. One happy and go lucky person and in life ,I always keep life to go with the flow and believe that if we put our heart in whatever we do, the rest will come along .

I'm currently working at grandpride car rental Malaysia, and also I'm a Freelance DJ (DJ Joleen Heng), Freelance Model. I start modelling at young age. I can say it's natural talent as I'm born pretty with confident. And also, I'm a student before I got into modeling. (On her career including her modeling start)

(On her successes doing what she loves; and that'd be modeling yeah alright?) Yes I did . I won the champion of Toppo Top Girl girl Search Malaysia, I also won the 1st runner up in I feel Girl Search 2015 and I get another title of Miss Online Queen Search 2015 as Miss Best Smiling Title. I would keep modelling as my interest and keep going as far as I could in this line. In between that , I would like to venture more on various businesses to see how capable I am in building a history of my own.

(And we'll leave it with hers as the last words, mostly on things she loves)

Yes. I can cook. My fav dishes is anything that is spicy! I love listening to Electronic Dance Music & also The 80'S Music. Yes I do love cars. I have a wide range of cars to drive since I'm working with a luxury car rental company . My daily car is Vellfire .



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Test Car | Volvo V40 T4

Hyperfacts!

Car: Volvo V40 T4

Engine: 1.6 liter B4164T direct injection turbo
Four-cylinder petrol engine with start/stop
technology

Max Power: 180 hp at 5700 rpm

Max Torque: 240 Nm at 1600 - 5000 rpm

Recommended retail price: RM175, 888
without insurance

Chic & Fashionable Volvo hatch

Things have been brewing in the international premium / sports hatch market, as each and every manufacturer set about outdoing one another as per the engineering dynamics, the 'real world' performance improvements, comfort, luxury, built quality as it were, of their product. In the midst of addressing all these concerns, the hatch's basic aesthetic concept had barely evolved, remaining for the most part a 'standardized' tail-less sedan since its mid-1970s origin right up to now. Enter the bold and unquestionably beautiful Volvo V40.

Designed by American Chris Benjamin, the fluid almost organic lines of the V40, with its sharp and imposing façade, have pretty much anointed the chic and petite Swede a few notches above its German and British and Japanese counterparts, a bold and unique distinction in a company of almost superfluous competition. I could even go on and state for the record that the V40 could well be the most beautiful amongst all the premium hatchbacks. That a sports hatch styling renaissance had finally taken its course wasn't so much the issue; that it came not from the likes of those iconic German automobile giants or even the Brits, definitely is. The V40's handsome looks V40 hints at what exciting new concepts that can be applied to the compact hatch; little

wonder really, as Volvo did come up with the extraordinary 'counter culture' C30.

At the wheel of the T4 there were adoring glances (directed at the car mind you) as I was given a relatively large berth as I made my way through traffic. And this T4 was still 'merely' the entry level variant, shod with 16 inch alloy wheels. Although, among the three V40 variants (the T4, T5 and Cross Country) there are virtually no differing aesthetics save for larger wheels on the two bigger models, and slightly taller stance in the Cross Country.

Stepping inside the inviting inner sanctum, what was immediately apparent was that the relatively small-ish dimensions (as opposed to the usual Volvo thoroughfare) did not transpire into a smaller cabin. Headroom is generous even for a six-footer such as myself, and ditto the legroom as well. For the rear passenger the operative word would be adequate - pretty much similar as in most premium hatches.

Now there's no question that Volvo has one of the nicest interior amongst all the premium manufacturers, and so it seemed to apply for the T4 version as well. The whole fascia, trimmings and overall finishing is top notched, with some



inspiring details and design motifs that induce a sense of excitement. The T4 does without the T5 and Cross Country eight inch center screen and digitized instrumentation, as well as the premium sound system, coming with a five-inch screen and analog dials. The increasingly commonplace Bluetooth, USB and iPod links are standard.

Getting into the performance aspect of the T4, the Ford legacy lives on right at its heart - the 1.6 liter 4 cylinder turbo rated at 180 hp and 240 Nm harnessed onto the tarmac via a six-speed dual-clutch PowerShift transmission. Now obviously a few notches down on power to its feistier T5 and X-Country stable mates, the T4's performance and handling package transpired into a truly rewarding driving experience, something that wasn't exactly foremost on my 'to do' list prior

to being handed the 'slotted' car keys .

After the initial brief familiarization, the partially raucous engine note nearer peak revs had made it right through the livelier side of my subdued personality. After some relaxing drive around the suburbs, I took it up a few notch, as traffic thinned out a little after 1 in the a.m. Friday night. A few quick stints of flooring the throttle, in the midst of dispatching KL's outer ring roads in quite a hurry, the V40's planted feel around long medium to high speed corners showed just how much Volvo has benefited from its Ford tie-up which ended some two years prior to the V40's introduction.

The T4's driving dynamics delivers excitement on such a level that could well belittle the likes of established legends with GTi or RS to their

namesakes. Its front wheel driven chassis exudes poise and balance that yearns to be explored and ultimately exploited. With the sinewy dual-clutch shifts enabling some swift reshuffling of the desired gearing as it were, this V40 T4, all 180 hp and 240 Nm (plus 30 Nm on Overboost mind you) of it, and its exemplary road demeanor, have prompted a funkier persona that you'd rarely associate with a Volvo.

With Volvo's World-leading safety features (the V40 has a five-star Euro NCAP collision safety rating, the highest ever recorded) and its numerous Preventive Safety features like City Safety, Driver Support Package, Adaptive Cruise Control (ACC), Collision Warning, Driver Alert Control (DAC), Blind Spot Information System (BLIS), DSTC, ASC, Dual Xenon Tech Active Bending Lights (ABL) and more; and



Protective Safety Features like: Reinforced passenger compartment, Energy-absorbing frontal structure, Side Impact Protection System (SIPS), just to name a few. And 'a few' being the operative here since the entire safety feature spec sheet is, for the lack of a better word, long.

With further standard features that include its equally extensive security systems, among others, it was really something when you consider that you get all these and more, in 'only' the base model which comes with a recommended retail price of RM175, 888 without insurance. And you'd be getting Volvo's excellent 5 Years factory warranty and 5 years free servicing. **HyperTime**





Spunky diminutive WRC-inspired Compact

Hyperfacts!

Car: VW Polo Trophy

Engine: 1.6 liter MPI 16 valve 4 cylinder

Transmission: 6-speed Automatic with Tiptronic

Max Power: 105 PS at 5250rpm

Max Torque: 153 Nm at 3800rpm

Text: Faz&Furiouz



Following its third consecutive WRC drivers and manufacturers titles, a commemorative limited edition Polo Trophy was introduced recently; a 100 units only run specifically for the Malaysian VW fans. The official launch of the tribute Polo hatch, held during the first week of September was graced by the factory VW WRC Team's 2nd pairing - Jari-Matti Latvala and navigator Miikka Anttila. The Finnish pairing were indeed in buoyant mood, fresh from their excellent 2nd place finish at the Rally Deutschland 2015 - the ninth 2015 WRC round, and flanking Armin Keller VGM managing director, they have pretty much endorsed and signed off on the Polo Trophy.

Essentially a Polo hatch with eye-catching VW Motorsport's WRC inspired graphics with additional bodywork revisions as such, the Trophy runs on the same mechanical setups as the Polo 1.6 - a spunky 'little' hatch that possess an innate ability to charm even the more 'difficult

to please' auto critique that calls continental Europe their place of residence. Even before its reputation grew pretty much overnight thanks to its amazing WRC campaign, it was already acknowledged internationally inasmuch as its huge sales figures were complimented by numerous awards and accolades including of course the prestigious 'World Car of the Year' for 2010 (that being the Mk5 A05 platform, the one and the same as the current model).

And so with such illustrious dossier accredited to its name the Polo Trophy flaunts its technical merits pretty much a few appealing notches up from a 'regular' Polo. For starters the exclusivity; as I've highlighted at the beginning, the Trophy's extremely limited availability guarantees would-be Trophy owners marked distinction, setting them apart from a standard Polo. And the exclusivity factor goes even further for the substantial VW enthusiasts and fan base here in

Malaysia, as the special Polo model is offered for the Malaysian market and only for the Malaysian market. For this we extend our gratitude and we bid Kudos to VGM.

The VW Motorsports graphics pretty much gets the 'Mojo' factor going in this otherwise mechanically standard Polo Trophy. Additional aero parts - the WRC-derived rear roof spoiler and wing mirror were finished in contrasting glossy black to instill a more aggressive, sports-oriented stance, and with the Ecotint film the striking external package for the Trophy is complete. Inside its standard Polo 1.6 fare, with trademark VW comfort and refinement all around, with one key difference - the bold 7 inches-wide screen Blaupunkt Philadelphia 835 Touchscreen Head Unit which comes complete with Navigation software plus connectivity features; enhancing its sporty character further as well as providing the driver some welcomed extra conveniences.



Underneath the hood is the trusty fuel-injected 1.6 liter 4 cylinder engine which provides some pretty decent performance figures: a reasonable 105 ps at 5250rpm and 153 Nm at 3800rpm torque. Transmission is a Tiptronic 6-speed automatic, and combined with a compact, short wheelbase hatch, there are some genuine entertainment to be had. Hardly a surprise then for it to be the model designate when VW made their WRC commitment back then. Indeed, as I shall elaborate after the following safety 'briefings' the nimble and exploitable chassis demonstrated a whisker of a hint at its triple WRC dominance.

Safety features, since it is after all a Volkswagen, is numerous and ultimately reassuring. In a nutshell they read as follows: 3-point seat belts for rear occupants, anti-lock braking system (ABS) with brake assist (BA), Anti-pinch windows for all 4 doors, child seat anchor for child seat system ISOFIX, Dual front airbags, Electronic anti-theft immobilizer, Height-adjustable front and rear headrests, Intelligent Crash Response System ICRS, LED third brake light, and Safety-optimized front head restraints.



Okay then, with the Trophy's key features all pretty much accounted for, it is time for the whole driving experience. Sure, it is after all a Polo hatch but adorn with a striking and outwardly bold livery it does manifestly announce its presence whenever and wherever, so much so that it tends to unintentionally make other cars yield their rightful lines most of the times, though more than a few of them did so somewhat begrudgingly as such.

Anyhow, with the 105 PS at the ready, long stretches of straights are not its suggested arena, rather with its compact design, its short wheelbase, and undoubtedly its major forte: its 3-in-a-row WRC Drivers and Manufacturers Titles, award-winning A05 platform, the Polo explodes into exuberance and natural spunkiness amidst naturally contoured twists and turns, with curves and hairpins or pretty much any combination thereof. Pre-selecting its semi-auto Tiptronic mode, the supposed lack of grunt takes a distant back seat to its genuinely amazing poise and balance, as it extricated through a couple of miles of tight hill climb plus descend sections (a stretch that is reachable merely a few minutes from downtown KL mind).

With undulation and multiple elevation variations, its 153 Nm of torque turned out to be adequate, pretty much so. There is no exaggerations here folks; the Polo is an excellent handling compact hatch. And indeed, if the standard Polo turns out as so, what wonders of handling excellence might its brawnier bigger brothers be capable of. Watch this space, as close as your inner Sebastian Ogier would be mindful of.

The VW Polo Trophy is priced from RM89,888.00 and for that extremely attractive price range you get exclusivity, bold and distinctive style as well as presence, and of course, a little piece of the WRC magic that have transcended motorsport history. **Hyperlane**



RAXER

wheels

Raxer Wheels Auto Show

– Celebrating 2016 the Raxer way

On the very last day of 2015 the pulsating KL suburb of Kepong; the Tesco Kepong Village to be exact, played host to the Raxer Auto Show - Competition & Mega TT 2015 Countdown Party. From 12 noon December 31st right down to the early hours of January 1st 2016, the Raxer Auto Show, organized by Raxer Wheels, supported by Kings Lubricant and Orsen Parts, took place, covering the Tesco Kepong's outdoor car park with booths, floodlights and makeshift stages. The Competition side of the Auto Show featured the tri-category modified car competition (Open, Proton & Perodua categories). As most of the competition cars spotted fully done-up in Technicolor styling concepts, the car-crazed visitors got right into the infectious excitement as the overcast evening soon turned into night. And soon as the light turned into dark, thunderous boom boxes reverberated all around, courtesy of the Megawatt ICE setup a number of the massively modded competition cars carried. Wiith midnight barely a couple of hours to go, the judging process, and prize giving were held, as more and more party-goers flocked in, all primed and ready for the countdown party.







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5

6

7

8

10



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262 15-17"



263 17"



272 15,17"



285 15,16"



2105 15,17"

8,10H100/114.3, 5H114.3

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BHPetrol & Resorts World Sentosa Singapore Presents Prizes to Joint-Promo Contest Winners

Petaling Jaya, 27th January 2016: BHPetrol had recently organized a prize giving ceremony to the winners for BHPetrol & Resorts World Sentosa Singapore Joint Promo contest. The event took place at the Thistle Hotel, Johor Bharu on 21st January 2016.

The day was filled up with fun, laughter, good food and load of freebies including petrol vouchers. 15 lucky winners were presented with their prizes sponsored by Resorts World Sentosa Singapore. Each of them took home a package prize that consist of 3D2N Hotel Stay at Genting Hotel Jurong for 2 pax, 2 Entry Tickets to USS, and 2 Tickets to S.E.A Aquarium .

The joint promotion was held from 25th Nov to 25th December 2015 at selected BHPetrol service stations in conjunction with the year-end school holidays. Motorists who pumped minimum purchase of RM50 on petrol stood a chance to participate in the contest. Winners were selected through a lucky draw from all the submitted correct entries.

"We are glad that this contest has received tremendous response from the motorists. We hope the winners will enjoy their winning prizes and continue to be our loyal customers. We also wish to thank all customers who have participated in this contest and please look out for our upcoming promotions real soon." said Cik Noraina Idrus, BHPetrol Convenience Retailing Manager during her speech.





NEW LOTUS EVORA 400 UNVEILED IN MALAYSIA

Lotus Cars Malaysia has brought in the new Lotus Evora 400 - the fastest road-going Lotus in production, for the Malaysian market. An engineering marvel that exudes all the hallmarks of the iconic Lotus name, the Evora 400 portrays the very essence of the Lotus spirit of lightness and driving purity, adapting state-of-the-art technology in its very design.

Commenting on the Evora 400's unveiling, Dato' Abdul Harith Abdullah CEO Proton Holdings Berhad, said "We are really glad that the Evora 400 has entered the Malaysian market, it being the fastest road-going Lotus we have ever produced. Not only does this truly special Lotus deliver supercar looks, it delivers true supercar performance as well". Indeed, the cutting edge nature of the Evora 400's engineering design have made it possible to extract an amazing 42 kg of its predecessor's kerb weight (at 1395 kg) and combined with its 400 hp 3.5-litre supercharged V6 engine, along with its comfortable, multi-featured cabin, the Evora 400's performance figures of 300 km/h max speed, 4.1 seconds century sprint puts this thoroughbred Lotus right in the supercar category.

Two-thirds of the Lotus Evora 400 is new, chief among them is indeed the exquisite 3.5-litre V6 mid-mounted engine. Modifications include



its reworked induction system, with a revised supercharger and a water-to-air charge-cooler that raises power to an outstanding 400 hp (406 ps). Select the first of its six, close-ratio, manual gears and the acceleration is viscerally exciting. In fact, the automatic version is even swifter off the mark, its performance sharpened by the Race setting in the Dynamic Performance Management system.

Underpinning the Evora 400 supercar is a brand new, efficient, structurally rigid and low weight extruded and bonded chassis-tub. Based on more than 60 years of Lotus racing and sportscar developments, its torsional rigidity is outstanding. As one of the strongest chassis available, it



allows the suspension to work more efficiently, to provide unparalleled grip, amazing comfort, supercar dynamics and an overall balance that is totally engaging, not too mention having double the downforce over its predecessor.

And now that it is here in the Malaysian market, Lotus Cars Malaysia offers attractive promo packages including 3 years warranty, 2 years free service, one time experience at Lotus Driving Academy and automatic membership to the Lotus Official Club Malaysia. Prices starts at RM597, 999 for the base manual version up to RM653, 999 for the automatic Option 2 version.

Check out Lotuscars.com for more info.





FALKEN TIRES CHINESE NEW YEAR'S PROMOTIONS

With the fast approaching Year of the Monkey Chinese New Year festivities, the major players in the local scene have begun their annual promotions in earnest. Among them is none other than Stamford Tyres Malaysia - one of, if not the biggest name in the region's tire market. Through its number one brand Falken, Stamford Tyres have been kicking into high gear as they set about their hugely popular 'Year-End slashed pre-CNY' promotion-cum-roadshow.

Recently, right before the end of 2015 Stamford Tyres Malaysia, with its number one brand Falken, and Kakimotor Sdn. Bhd. came together in celebration of the Falken Kakimotor Members Day, held at One City USJ 25. The event received quite a huge number of visitors, made up of registered members of the club, along with their spouses and children as well. The Falken Kakimotor Members Day signaled the start of Stamford Tyres Malaysia annual year-end roadshow slash promotion, in which attractive promotions and great deals combo package made up of Falken tires are offered.

Approaching the big day, Stamford Tyres Malaysia annual CNY road show had them setting up booth for their promotions at the NSK Trade City, located along Jalan Kuchai Lama in the heart of Kuala Lumpur. For an entire week, from January 11th right up to January 16th, the Stamford Tyres promotions had transformed the NSK concourse area into a makeshift 'mini emporium' for all



things Falken as well as SSW. The promotion featured a myriad of great deals on numerous Falken tires as well as SSW wheels. Car enthusiasts who've gotten wind of the happening flocked in over the weekend whilst NSK patrons of whom a sizable chunk were car enthusiasts themselves partake in the colorful Falken booth resplendent with their trademark livery as such.

Indeed, the attractive promotional offers were well received by visitors, what with rims and tires packages offered from as low as RM1150. Part of Stamford Tyres Christmas and Chinese New Year promotions, the Falken tires and SSW wheels package deals consists of among others: a number of rim & tire combo (Falken 832i) and selected rims sizes ranging from 12 right up to 15 inches for K-Cars; a myriad of Falken ZIEX-912 &

selected SSW wheels combo packages sizes 15 up to 18 inches focusing on compacts, small family saloons as such; and catering exclusively for the luxury car segment Stamford Tyres offered some choicest package made up of Falken's ZIEX-914 Ecorun from 205/60/16s to 245/40/18s paired with selected SSW wheels.

As the Big Day draws near we can fully expect bigger and more happening promotions from Stamford Tyres - one of the biggest name in the local scene. As you usher in the brand new year of the monkey, what better way than to have a brand new set of shiny Falken tires wrapped around the coolest looking wheels from SSW?

For further info contact Stamford Tyres Malaysia at their toll free number: 1-800-88-0366

THE ADVANCE TECHNOLOGY SUSPENSION FOR EACH & EVERY CAR ENTHUSIAST

GAB® **ADFC**

Advance Damping Force Controller

The endless flow of high tech gadgetry, all conceived with only one primary objective - to make things more convenient for us, have given us some truly remarkable product that have become more than just a luxury. It has become essentially indispensable. It has to do pretty much with the before and after effect, as in how things were before, as in how much hassle you're faced with; as opposed to how easy and how convenient things have become after. From then on, you tend to wonder how you've managed without it in the first place. Case in point is the amazing GAB ADFC.

and the enormous benefits that the GAB ADFC brings about are simply huge. Without moving a muscle apart from extending the reach of your hand to fiddle with the simple no-nonsense control unit, the ADFC have just about rendered that regular trip to the auto garage or to your neighborhood's suspension specialist all but non-existent. For almost an entire afternoon's worth of spending your valuable time at the workshop - to make the necessary adjustments to your suspension and damping settings, the ADFC does it for you in moments.

motors are connected to the two ADFC drive units - one each for the front and rear; and these drive units are in turn hooked up to the ADFC controller interface.

The main characteristics of the GAB ADFC includes: high speed (0.18 seconds per click) control of the ADFC's stepping motor, enabling instantaneous adjustments as per the damping traits. The system also corresponds to the vehicle's speed and road conditions - from streets and winding roads to highways, as well as road surfaces and the conditions of the tyres. There's also extension kit for the remote stepping motor allowing for convenient unhindered placement for the motors. You can either opt for the 15-level or 30-level types of ADFC kit - delivering hundreds of different settings (900 settings for the 30-level type!). The controller features 'memory recall function' - for up to three damping force settings, and it also memorizes the last setting which enables you to resume that particular setting the next time you start your car.

The ADFC from GAB also features 'self-diagnose function' should system error occurs, and the stylish and compact, ABS resin-made controller provides clear illumination and display, with high visibility day or night. The small sized unit looks good just about anywhere you install it and should the need arise; you can also adjust the LCD screen for better and brighter display. All in all the GAB ADFC gives incredibly easy and utterly convenient damping force adjustment for just about any type of vehicles.

The GAB ADFC and all GAB products are available from R5 One Auto Parts at 03-6277 7768 *Hyportune*



The GAB ADFC - short for Advanced Damping Force Controller is a wunderkind of a gadget that allows adjustment of the suspension settings from the comfort and convenience of your driving seat with push-button ease. The practical application

between. In other words you'd 'get your hands dirty' - inevitable when you get right down to it. With the GAB ADFC these rather fussy tasks are all done away with, thanks to the placement of stepping motors upon all four dampers. These



Product Preview



EUROL LUBRICANTS



Ground-breaking entrepreneurship and a sense of quality; these were the driving force behind Johan Pfeiffer's establishment of Eurol Lubricant in 1977. The Eurol brand name, highlighted the international ambitions and aspirations of Johan Pfeiffer, and now almost forty years since, Eurol Lubricant products are approved by leading vehicle manufacturers, and are available in more than 65 countries worldwide.

Since the 1990s, Eurol have taken the production and blending of its oils in-house, and have since boosted the overall quality of their products. Since then Eurol is the only Dutch independent manufacturer of lubricants. Eurol's quality was soon proven in motorsport as well - a big passion of Johan Pfeiffer himself. Eurol's growing international reputation was the result of its major involvement in motorsports particularly the grueling Dakar Rally. Eurol continues to cooperate closely with various teams competing in the Dakar Rally, the toughest rally in the world. Indeed it is the ultimate proof for Eurol's quality and the perfect environment to further develop and improve their products.

Eurol's product offering features eight major groupings consisting firstly, three road vehicle mainstays: automobiles, trucks and motorcycles; there's another trio of products tailor-made for heavy duty machineries: agriculture, industrial, nautical; and the last two product groupings Eurol caters for are for

cleaning equipments and for the increasingly more popular human-powered machines - the bicycle. For this introductory feature on Eurol Lubricants we shall be focusing solely on cars.

Eurol's extensive offering for cars consist of numerous types of engine oils, transmission oils (including ATFs), numerous additives, fluids (for brakes, power steering etc), greases, Airco oils, Jack oils, products for winter and summer, and many more. From their product line-up it is pretty obvious that Eurol Lubricant have the right product for you regardless of what your needs may be. Should that need be racing then Eurol's Racing Oils provides a quick and stable lubricant film, protecting all moving parts against wear, even under the most heavy duty operating conditions. Because of the special additives, this oil has an excellent thermal and oxidation stability. Eurol® Maxence RC 10W-60 reduces combustion deposits, wear and enables a higher power-output.

This oil offers an excellent corrosion protection, while deposits are reduced to a minimum and the viscosity stays in grade.

Now should you require the optimum protection for your daily commute then consider Eurol's Fullsynthetic oils either with the DPF (Diesel Particulate Filter) or without. Eurol® Fullsynthetic is a fully synthetic motor oil for gasoline and diesel engines in passenger cars and light duty commercial vehicles. This oil can be applied for cars equipped with catalytic converters, turbo charged engines and for direct fuel injection systems. Eurol® Fullsynthetic provides an extremely quick and stable lubricant film at the cold start and offers high thermal stability under heavy duty operating conditions. Eurol® Fullsynthetic not only offers extremely good wear protection, but also protects against rust and corrosion, while special additives keep all parts free from dirt, sludge and deposits.

Eurol® Fullsynthetic offers fuel saving properties and can be mixed with both synthetic and mineral motor oils.





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A commercial vehicle relies on the durability and effectiveness of its horn to warn other road users and to avoid dangerous situations. Having a high-performance horn gives you the edge in grabbing attention when you need it the most.

With more than 100 years of expertise working with German luxury brands, HELLA produces horns that meet the stringent quality specifications of original equipment manufacturers. Every HELLA horn is individually tuned to deliver optimal sound quality and performance, with the objective of improving safety on the roads.

Developed for commercial vehicles, the **HELLA Black Sleek Horns** and the **HELLA Black Knight Horns** are available in 24V, offering unrivalled product quality and performance on the road. These 24V HELLA horns are encased in highly durable housings that are resistant to water and corrosion to withstand the heavy usage of commercial vehicles. Each housing also comes with a universal mounting bracket for easy installation.



Key Features of HELLA Black Sleek Horn Set

- Full harmonious tone
- Lightweight design
- Compact design
- Well-balanced & wide sound reach
- Voltage: 24V, Frequency: 410/510 Hz
- Acoustic pressure level: 113 db(A)



Key Features of HELLA Black Knight Horn Set

- Powerful signal tone with aluminum tone disc
- Penetrative and loud sound
- High performance-to-size ratio
- Full-form oscillator design for optimal sound projection
- Voltage: 24V, Frequency: 335/435 Hz
- Acoustic pressure level: 113 db(A)



HELLA HORNS

Black Sleek and Black Knight Horn Sets



Black Sleek Horn Set



Black Knight Horn Set

With over 100 years of expertise working with leading German luxury brands, we know what defines performance. Each HELLA horn is individually tuned to deliver optimal sound quality and performance. Ride with loud HELLA horns that grab attention on the road. Be heard. Be Safe.

Black Sleek Horn Set

- Large trumpet for enhanced sound propagation
- Corrosion resistant
- Full harmonious tone
- Projects a well-balanced and wide sound reach with the unique large trumpet design
- Compact in design
- Voltage: 24V, Frequency: 410 / 510Hz
- Acoustic pressure level: 113 db(A)

Black Knight Horn Set

- Projects a powerful and penetrative signal tone
- Corrosion and water spray resistant
- Full-form oscillator design for optimal sound projection
- Penetrative loud sound
- High performance-to-size ratio
- Voltage: 24V, Frequency: 335 / 435 Hz
- Acoustic pressure level: 113 db(A)

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New Launch

Blazing new trails in fuel technology and innovation, Petron recently launched the first and only 100 RON premium gasoline in the Malaysian market - the Blaze 100 Euro 4M. With a 100 RON - the highest in the market - Blaze 100 Euro 4M has exceptional resistance to "engine knocking" which damages car engines. Engine knocking results in uneven fuel burn and greater fuel consumption. The very high octane rating of Blaze 100 Euro 4M emboldens its users to conquer the roads with ease.

"The launch of Petron Blaze 100 Euro 4M is part of our promise to Malaysian motorists to introduce innovative fuels and services. This revolutionary fuel takes their 'Petron experience' to a whole new level by ensuring optimum engine performance and better mileage," said Head of Retail, Pn Faridah Ali.

Blaze 100 Euro 4M is formulated with Tri-Activ, a triple action formula that delivers better power, better engine protection and better mileage. The high performance fuel provides excellent engine responsiveness and optimum power and acceleration. It also enables exceptional cleaning action to maintain engine efficiency and better fuel economy. The high performance fuel also meets Euro 4M specifications resulting in less emissions and better air quality.



PETRON UNLEASHES FIRST 100 OCTANE IN MALAYSIA – BLAZE 100 EURO 4 M



The high octane Blaze 100 Euro 4M gives unparalleled engine power and unleash the full potential of most vehicles, including those with emission control systems such as catalytic converters and older vehicles. Petron added that Blaze 100 Euro 4M is locally produced at its Port Dickson Refinery under stringent quality controls. "We are proud that this product is locally produced in Malaysia and we guarantee its quality and performance. We look forward to introducing more innovative fuels to benefit our customers in the future," Faridah concluded.

Blaze 100 Euro 4M will be initially available in 8 service stations in Klang Valley and Johor and will be available in more sites over the next few months. The Petron stations in Klang Valley are Petron Jalan Maarof, Petron Sg. Besi Toll Southbound, Petron Taman Tun Dr. Ismail, Petron Kesas Westbound, Petron Mile 3 Federal Highway and Petron Damansara Kayu Ara; while in Johor there's the Petron Skudai Toll Northbound and Petron Linkedua Southbound





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AFTERMARKET EXHAUST

We all know without much prompting as such, that often the first components to go in favor for nicer and pricier and altogether better aftermarket package would be the exhaust. Regardless of whether you're a budding enthusiast or a genuine speed junkie or even if you belong to the slightly senior car enthusiast fraternity, we can all agree on the substantial benefits that an aftermarket exhaust provides. In this Tech Tune installment we bring you a narrative that describes the basic tenets of a good aftermarket exhaust; its design specifics. Its parts, and ultimately what you ought to do as well as what you ought not do.

Common aftermarket exhaust parts

Headers/Exhaust Manifolds

The first exhaust components to handle spent exhaust gases from your engine, headers (also called exhaust manifolds in stock form) are bolted to the cylinder heads and scavenge exhaust gases from the combustion chambers.

Downpipe

Also called head pipes, downpipes simply link the headers to the mufflers. Between these two points, a downpipe is often interrupted by the catalytic converter, depending on the application

Catalytic Converter

Catalytic converters are necessary to reduce emissions but create back pressure due to the exhaust gases being forced through a catalyst, and therefore decrease high-end engine power. Many modern catalytic converters only produce 1-3 psi of back pressure, though this restriction worsens further with use. Hi-flow catalytic converters can replace the standard units in order to provide lower back pressure. A catalytic converter employs some serious science to reduce the amount of harmful emissions your vehicle releases into the air.

Muffler

One of the most recognizable components of the exhaust system, the muffler is responsible for exhaust noise reduction. While the job description of a muffler sounds simple, the way in which a muffler performs its main task is varied and complicated. Depending on the style, a muffler uses some combination of baffles, chambers, perforated tubes, and/or sound deadening material to achieve this goal. Muffler manufacturers configure these components in different ways to produce different exhaust tones.

Crossover Pipes

Crossover pipes are designed to balance the exhaust flow on a dual exhaust system. Typically installed near the headers, crossover pipes reduce uneven exhaust flow from the two banks of engine cylinders by giving exhaust



HyperTune 074



pulses an avenue to travel between the two sides of the dual exhaust system. This reduces backpressure by preventing an exhaust build-up on either side of the system.



Tailpipe

The tailpipe is often the last piece of the exhaust system puzzle. It runs from the muffler to the back or side of your vehicle, with manufacturers offering some additional finishes for that show factor.

Exhaust Types: Cat-Back, Axle-Back, and More

The three main types of exhaust systems are header-back, cat-back, and axle-back. Depending on what type of system you choose, aftermarket systems will come with some combination of header or intermediate pipes,

crossover pipe, catalytic converter, mufflers, and tailpipes.

Header-back exhaust systems replace ev-

everything from the header collector to the tailpipes. By replacing all exhaust system components, header-back systems allow you to enlarge the diameter of your entire exhaust system to flow a greater exhaust gas volume. However, these systems tend to be more expensive and tougher to install than comparable cat-back or axle-back exhaust systems because you are replacing nearly the entire exhaust system.

Cat-back exhaust systems replace exhaust components from the catalytic converter back. These systems typically include a muffler and tailpipe, but depending on the make and model, they can also come with a mid-pipe, X-pipe, H-pipe or a Y-pipe. Cat-back systems are among the most popular exhaust upgrades for several reasons.

A cat-back exhaust system is a relatively simple modification that will free up your exhaust gas flow. The result is good “bang-for-your-buck” power gains, although the exact amount of horsepower depends on the remaining stock exhaust components and design of the catalytic converters.

An axle-back exhaust system includes all the components from the rear axle to exhaust tip. Although cat-back and header-back systems can deliver more power gains, there are many benefits to opting for an axle-back system. A well designed axle-back exhaust system will provide power gains over the stock exhaust but is often less expensive than comparable cat-back or header-back systems.

Exhaust Configuration: Single vs. Dual Exhaust Systems



Another important consideration in picking an exhaust system is configuration. Common setups include single, dual, dual crossover, and dual exit. The **single exhaust system** is the most common setup. This design features a single set of exhaust components, including a muffler with exhaust tip that typically exits behind the axle of the vehicle. **Aftermarket single exhaust systems** will provide a significant performance upgrade over stock thanks to larger pipe diameters and less restrictive mandrel bends. Plus, they’re usually less expensive and lighter weight than true dual-rear exhaust systems.

Dual exit exhaust systems are basically a twist on single exhausts. These systems utilize the same configuration as a single exhaust system—one headpipe, converter, and muffler—but have two exhaust tips exiting from the muffler. True **dual exhaust systems** are arguably the most popular exhaust systems in the tuning world. This design features two separate pipes that run from the headers all the way back to the exhaust tips, along with two catalytic converters (depending on the application and system) and two mufflers with their own exhaust tips. Many performance enthusiasts prefer this design because of its sporty look, the distinctive growl of the dual mufflers, and the high flow capabilities of two separate exhaust passages for each bank of engine cylinders.

Some answers to the some of the more common questions:

Q. Is a bigger pipe and muffler system better?

No, there has to be a balanced design to enhance the maximum engine output, exhaust gas velocity, and sound. If the diameter of the tubing is too large, the exhaust gas velocity will be reduced and rob the exhaust of thermal efficiency. One key variable is volume versus velocity. And the sharper eyed among you would’ve noticed that among top tuners there is a preference for smaller (2.5 inch) as opposed to bigger 4 inch ones. With all out speed being the main objective should the larger 4 inch bring positive result, they’d already be running them.

Q. Explain the interaction of sound, pressure and heat waves in muffler design.

The critical factor to understand is that these three energy waves are emitted at different speeds and frequencies. Like any sound wave, they must be absorbed or interfered with to be diluted. One of the reasons is that today’s engines are very lean and clean, creating a much hotter exhaust stream.

Q. Do bigger muffler pipes alter sound? If so, how?

The larger the muffler pipes, the more sound pass through with the power wave. Big pipes make more sound. We can absorb a certain amount of this sound by utilizing a longer muffler, but at some point this becomes both expensive and heavy.

Q. How does a muffler’s sound and performance differ based on its location in the exhaust system

Muffler design is the main factor. The sound pollution notwithstanding, the muffler relocation to the rear on most vehicles - an effort to keep resonance down inside the vehicles. Breaking down the sound, however you do it, will be quieter for the driver done as far away from them as possible. Effectively speaking: mufflers placed within about 18” of the header collector make the most power.

There’s the long and short of choosing the right exhaust systems or parts for your requirements. We hope you find the right kit or parts for you.

Feature Car | Porsche 991 GT3 Conversion



Text: Faz&Furiouz

Photos: Kenny Yeoh

Model : Chelsea Chil

Ausgemerzt Personalisiert

Ubër 991 GT3 Conversion





Of all the car manufacturers actively plying their trade the world over, there's a select few among them that exemplifies the essence of speed with as much aplomb, as suave and yet as cold and calculating as a be-winged Porsche. Unlike the sensuous and much romanticized persona of an exotic Italian thoroughbred, an archetype Rennsport Porsche (that's the fabled Porsche RS to you and me), while still unabashedly flamboyant with plenty of imposing presence, threads a more purposeful and business-like path as it pursues the ultimate objective all the top players in the highly exclusive league of the finest performance cars money can buy; that is the uncompromising synergy of precision handling and extractable horsepower. Queue the legendary 911.

Now having outlined the preliminary hype as per the 911 - its genesis and its reputation for the most part, we shall now partake upon the 'side-stepping' detour of sorts as we peel the layers off this rather exceptional Porsche project. There is

Porsche 911. You could pretty much put a plus size full stop after the '1' in the 911 and leave it at that.



no other angle to approach the subject really apart from looking at it as a truly special, one-off Porsche conversion project. In this case, both the 'pre' and 'post' elements as per the conversion pertains to the most desirable aspects of the German make's most wanted list - the 'pre' as in the 'before' would be a 2010-registered model 997 Turbo, whereas the 'after' as in the desired result would be the absolutely magnificent 991 GT3 - the pared-down, no-compromise high-performance, road-legal racing car.



Before we go on, we have to first outline the reasoning behind the owner's desire to transform his already fabulous 997 Turbo into an even more fabulous 991 GT3. Then again, there's this pretty old saying that more or less sounds like this, "when you have the means, do with it what you will". Sure, the man does have the means, and yeah sure, he does intend to do what he so wills, although should you know all too well just how incredible and how utterly amazing the 991 based GT3 looks, even more so in the flesh mind, then you'd never ever begrudge the man's desire to do as he pleases with his 997. And the end result more than justified the course does it not?

Yeah well, the end result notwithstanding, the 997 Turbo base car, is a righteous turbocharged powerhouse in its own right, and is well and truly worthy of a feature in itself, even an entirely stock example as it were. Throughout the 911's production chronology, the Turbo (and its subsequent variants) carried the top-of-the-line tag for Porsche's benchmark model, and in the 997, specifically the 2006 model, it harnesses some 480 ponies flowing seamlessly from the evergreen water-cooled flat-6 twin turbo, with tire-shredding 505 foot pounds of torque (via over-boost). With all that raw wattages of power transferred onto all four wheels the 997 Turbo clocked a pretty handy 3.4 seconds century sprint, accelerating on and on to its 310 km/h maximum velocity.

It is pretty clear by now, what this conversion is all about isn't it? With such big performance beckoning, the owner's intention was merely a cosmetic makeover inasmuch, along with the supplementary refinements therein. On the cosmetic side, the owner went with a direct swap for most of the restyled 991 elements - the entire front lights component, 991 GT3 bodykit front end (which comes with the 991 day lights), two piece rear spoiler & bonnet from the GT3 RS, and one final 991 bit - the rear lamps. The roof spoiler, sculptured in carbon fiber perfection comes from Techart. Rounding up the fresh new 991 looks is those gorgeous BBS CH-R 19 inch wheels wrapped with low-profile Continental tires.

A fine selection of original Porsche performance components were also employed: Porsche Ceramic Composite Brakes (PCCB), Porsche in-car phone module, navigation & ICE, Bose sound system, Sports race steering wheel, and oh a full complements of Porsche's state-of-the-art fully programmed performance & handling enhancing electronic wizardry - the Porsche Sport Chrono package with the PASM (Porsche Active Suspension Management) feature, considered by many as among the very best driver's enhancements tech at the moment. But then again, it is Porsche after all, and more often than not, pretty much anything with the Porsche badge (alas, the original ones of course) usually ends up among the best.




The Porsche Sport Chrono package was incorporated in soon after - for the complete 991 experience.



Adding to the multitude of new goodies neatly placed in the converted 991's exquisite cabin is the exquisitely tailored fully custom Nappa Leather and Alcantara interior. And sure enough, after the 'show' inevitably comes the 'go', not that the twin turbo is in any way lacking mind. Having spent the best part of the gross domestic income of Liberia on the cosmetic side of his super special Porsche, our main man still have lots more in reserve. But he didn't go Kanye West on the go bits; rather he'd figured a certain degree of refinement of his already potent 480 hp twin turbo special would be 'appropriate'.

And thus came in the COBB engine management software, BMC competition sports intake, and a combo of Europipe cat-delete X pipe, Tubi Style exhaust system and a Magnaflow tailpipe. Refinements might be the buzz word right here but all of the above would surely yield quite a number of galloping new ponies, inducing a wee bit of oomph to this superlative 991 Turbo conversion, with all its naturally emitting panache and natural born coolness. *Hypertune*



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Hyperfacts!

Car: Converted Porsche 991 GT3

Engine Mods: COBB engine management, BMC competition sports intake, Tubi exhaust system, Magnaflow exhaust tail pipe, Europipe Cat delete X pipe

Transmission: stock

Chassis: Porsche PCCB Ceramic brakes kit (Brembo 6-pot 380mm Ceramic Disc), Porsche PASM

Porsche Sports Chrono Pack

Wheels & Tires: 19 inch BBS CH-R Wheels with Continental tires

Exterior: Front 991 GT3 bodykit with original 991 Porsche Daylight, Techart carbon roof spoiler, 991 GT3 Headlights + Light Bar + headlamps (w/ brackets & mounting), GT3 RS Rear 2pc Spoiler + Bonnet, Rear 991 tail lamp, 8K HID Prius system

Interior: Custom Nappa Leather + Alcantara interior, Bose sound system, Porsche In car Telephone module, Porsche navigation & 6disc changer, Porsche sport race steering





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REVOLUTION

EVOLUTION X 8



Text: Faz&Furiouz

|

Photos: Shah Bahulu @ Adam Photography

*A REAL
CLASSY & TASTEFUL
EVO VIII BUILD*



We know quite a bit on the EVO do we not? Undoubtedly the long-term collaboration between Mitsubishi Motors and Proton whence the first production Proton Wira, with its uncanny resemblance to the first generation EVO, the primo focal point underlying us Malaysians solid acquaintance and familiarity with the benchmark Mitsubishi sports sedan. Inasmuch, as it were, the global recognition and acknowledgment therein for the succeeding EVO models (specifically from the 1996 EVO III onwards) shows just how brilliant a performance car it undoubtedly is, as it continually transcends newer and higher benchmarks, as its illustrious production run comes to a climatic and genre-defining end.

Now when you take into your consideration the writing's on the wall as per the Lancer Evolution illustrious 23 odd years in production, and ten superlative, highly evolved generations, the sheer magnitude of being in the physical presence of a smartly modified EVO VIII, especially this smartly and tastefully modded build, the entire experience takes on a much 'hyper-er sense of occasion. Yes it is early days yet to compare the Mitsubishi performance benchmark to other legendary classics of the likes. But you just wait; give it a wee bit of time and the EVO's classic, nah ditch that, more like 'legendary classics' status is inevitable, a mere formality as I am sure most car fans would agree.

color coordination is the operative words slashed statement right here, with all the branded stuffs conforming well to the concept.
Sheer Class personified





Sent over to, kept and built to the stellar show-worthy prime timer you see here by MZS Garage

In the mean time, let us revel in the sheer brilliance of this 2004 CT9A build, in all its glorious eye-pleasing splendor, and its indomitable 4G63T-derived grunt. Keeping the stock internals a mightier turbocharger - the Garrett AR70 GT35, an industry standard for turbocharger upgrade, was installed, along with the accompanying upgrades as such. The fuel delivery system for one received numerous upgraded components. Works supplied the fuel rail and the adjustable cam pulley, whereas the usual stuffs as per the bigger turbo mods - the fuel regulator, wastegate, blow-off valve, were all incorporated as you'd expect.

With all of the above inclusion and yet a bit more as per the full unedited uncensored 'monty' of

Hyperfacts, some fairly educated guesswork would place the healthy new power and torque output at somewhere between plenty and a heck of a whole lots and lots of galloping ponies supplemented with dizzying vertigo-inducing amounts of rubber-melting torque. There really is no compulsory requirement as per the exact dyno figures when set out our 'Hyper rides edict' one dark and eerie medieval night after the stone tablets from our 'Hyper forebears' were unearthed. Suffice to say as and when, inasmuch.

As it were, keeping order from descending into mechanical chaos in the cooked-up 4G63T is the Power FC D-Jetro which is kept in line through its hand-held Power FC Commander. Providing further assistant in the perked-up

boost department is the EVC 3 Boost Controller from the one the only Japanese performance powerhouse HKS. With the huge upsurge of horsepower a clutch upgrade is the smart way to go, and so thence came the Ogura single-plate racing clutch.

Moving right along to the chassis upgrades, a fully adjustable HKS Hipermax III kit does the trick, while enhanced stopping power comes courtesy of a delicious Endless kit - pretty much the whole works really with 6-pot calipers up front and 4-pots rear, with Endless rotors, Endless pads, and Endless hoses, all of which providing 'endless' fade-proof braking. And those eye-catching corporate blue Endless calipers discreetly hides behind those anodized



black Rota 18 inch rims, wrapped with Bridgestone S001 Potenza tires.

Finally we've come upon the EVO VIII's exceptional cosmetic aspects which I should point out as among the classiest and craftiest of fitment jobs ever to come romping downhill at top gear towards our collective purview. Fazaly (that's the owner with the good taste) opted for, and rightly so we had to concur, just a few minor ad-ons to what would otherwise be standard EVO VIII bodywork (which of course means all the bulging fenders and wings as it were). He'd merely swapped certain stock aero parts with tasteful carbon fiber bits. Inside Fazaly stuck with standard EVO 8 cabin merely adding the compulsory Defi gauges and Apexi turbo timer.

Having caringly prepped and reworked on by the Bukit Beruntung based MZS Garage, this EVO VIII is, in every sense of the phrase, "A real class act". **Hypertune**



Hands down the coolest looking Evo this side of Karamjit Singh! The perfect visual recipe combining showy and flamboyance with understatement.





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HYPERFACTS!

Car:

Mitsubishi Lancer Evolution VIII

Engine Mods:

4G63T motor, Garrett AR70 GT-35 turbocharger, GME Racing banana extractor, Tial 38mm wastegate, HKS BOV, Sard fuel regulator, Works adjustable cam pulley, Works fuel rail, custom stainless steel intercooler piping, Synergy 2 layer radiator, GME Racing airbox filter, GME Racing custom cooling plate, FIC 1050cc injectors, Walbro fuel pump, ARC plug cover, Tomei Extreme full Titanium exhaust system

Electronics:

Apexi Power FC D-Jetro, Apexi Power FC Commander, HKS EVC3 Boost Controller

Transmission:

Stock, with Ogura Racing single clutch

Brakes:

Endless full brakes kit: Endless 6-pot calipers front; 4-pot calipers rear, Endless disc rotors front and rear, Endless brake pads all around,

Endless brake hoses

Chassis:

HKS Hipermax III adjustable coilovers

Wheels & Tires:

Rota 18 inch x 9.5 (20 offset), Bridgestone Potenza S001 245/40R18 front & rear

Interior:

Recaro original EVO VIII seats, Defi Gauges stack (water temp, oil temp & boost), Apexi turbo timer

Exterior:

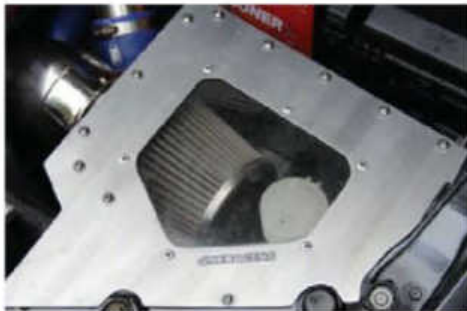
Varis carbon fiber front air duct + Do Luck carbon fiber front lip + EVO VIII original front bumper, carbon fiber EVO VIII spoiler, EVO IX rear bumper

Garage:

MZS Garage Bukit Beruntung

Owner:

Fazaly



4x10 SPEED





Photos and Words by Mat Canyon

KL's Heart breaker:

RWB Kuala Lumpur's Porsche 964

For countless times, a real enthusiast will always remember those times where he makes an encounter with something that can move his emotions even when he has no intention to do so. That was always the storyline that's portrayed by Porsche ads throughout the years. Making the masses remember that it was a dream car for many. But what about for people who don't have an attachment to a Porsche? Is there a way for a non-Porsche enthusiast to love the car?

For some, especially the younger crowd has started to do so despite not being a purist Porsche fan. Apparently that was the case when I first encountered the name 'Rauh Welt Begriff' from a magazine article on Super Street back in 2011 when they featured Nakai-san's personal Porsche 930 in a matte black exterior known as Stella Artois. Yes, named after Nakai-san's favourite Belgian brew. I was never really a fan of Porsches, probably because of how round the front lights

look. But after reading that particular article in my college classroom, I started look up more on classic Porsches with the RWB kit. That was when I realized despite not being in its purist form, a Porsche has finally made an impression on me.

It was sometime around August of 2015 that the man who came up with this style, Akira Nakai, was flown in from Japan to Kuala Lumpur to build the very first RWB Porsche to carry the name of our country's capital of Kuala Lumpur. By this time, RWB has already made a strong footprint in the southern state of Johor, Malaysia with four completed RWB Porsches based there. Largely thanks to the person who brought RWB into Malaysia and the owner of those four cars, Christian Coujin. But for this particular car, it was sort of a personal project for one of the owners of the car. For making that dream into a reality, he gathered a couple of his friends together to pitch in and share the car with.

**The kind of widebody special that needs no surplus of comments or remarks,
Well, apart from the frequent gasps and muffled hysterics**





According to the owner that I got contact with, Teoh, he started to approach Nakai-san for the build when he was finishing a build in Bangkok. For those who don't know, Nakai-san is not the type of person that will simply go somewhere and build some person's car that easily, even if you are willing to pay for it. This is because you are not paying for a bodykit, but for a uniquely built car. Prior to building the car, Nakai-san wants to get to know his client well first. From there, he will know if you are worthy enough to own an RWB built Porsche or not. So he and Teoh got to know each other as friends first prior to the build. For that time being, that's when Nakai-san studies the client's character in order to imagine the perfect car for the client. In a way, the finished car is like a gift from Nakai-san to a dear friend.



After meeting up with Nakai-san a few times, the build date was finally determined during the RWB build in Indonesia. Therefore, Nakai-san was schedule to come in on the second weekend of August at The Garage KL, a café and garage located on the east side of Kuala Lumpur. The car chosen for the build is a 1990 Porsche 964 Cabriolet. Before Nakai-san's arrival, the car already has its engine fully refurbished and freshly painted in Riviera Blue. On the last day of the build, Nakai-san came up with a name to be given to this car. It was eventually called Miyabi, which means "elegance", "refinement" or "courtliness" in modern Japanese. But it can also be referred to a "heart-breaker".



For life after completion, the handling setup of the 964 was dialed in so that the car can be much more drivable, especially for less perfect roads that Malaysia has. For the ideal ride and handling feel, the 964 got a set of KW Variant 3 coilovers. Judging on how faded the tire stencils are, one can tell that this 964 have been driven a lot. Exactly how a car like this should be enjoyed. For me, the RWB was only something I see on magazines and the internet. And now to finally see and admire one of the works of a living legend, what more to shoot and write about it, is just sheer enjoyment. **Hypertune**

This RWB cabrio is as it should be, carrying a bit of Nakai-San's smoke-screen spirit





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HYPERFACTS

Owner: RWB Kuala Lumpur

Model: 1990 Porsche 964 Carrera 2 Cabriolet

Location: Kuala Lumpur, Malaysia

ENGINE:

3.6L Flat-6

Fully overhauled and refurbished,

Custom Twin Exit Exhaust,

Cooling Fan and Intake painted to body colour,

DRIVETRAIN:

5 speed manual,

SUSPENSION, CHASSIS AND BRAKES:

KW Variant 3 Coilovers,

Stock Brakes,

WHEELS AND TIRES:

Works Meister M1 18 x 10.5jj (Front) 18 x 12jj (Rear)

Michelin Pilot Super Sport 265/35/18 (Front) 295/35/18 (Rear)

EXTERIOR:

Rauh Welt Begriff Super Wide Aerokit

Rauh Welt Begriff Ducktail Spoiler

Porsche Riviera Blue Paint

INTERIOR:

MOMO Prototipo Steering Wheel,

RWB Steering Wheel Badge,

Rennline Pedal Set,

Stock Seats Rewrapped with Alcantara Leather and Red Stitching.





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Feature Car | D3 Satria Drag Special

TEXT FAZ FURIOUZ | PHOTOS IRWAN HAMDEE

ANYTHING THROUGH THE STRAIGHT

A monstrous drag Satria from D3





There is no denying the ingenuity that pervades each and every entry at just about each and every drag meet we have seen to date. These are the hardest, orneriest 'launch & sizzle' specialist that have acquired some truly brilliant insights and for the most part, self-instilled expertise as per the one primordial objective - extracting the maximum amount of exploitable horsepower so as to 'drag' the stoked up and strip down car from standstill to the far end of the tarmac. Or to give the narrative some 'homely' flavor, to simply go bonkers and out accelerate the other fella.

Of course in doing so, the unwritten rule applies, adhering to regulations, keeping well within the universal spirit of competition, all that yeah? And so let it be written that within such

fuel-drenched arena a monster of a drag hatch had came into being. And although 'monster' might be the most fitting term for this here err 'dratch', another relevant term that brought to mind images of evil and horrifying creatures of darkness, would have to be, what was that gigantic creature sewn together from dead limbs that ended up with the masterpiece 'It's alive' yelped excitedly from the mouth of its initially proud but ultimately miserable and dead creator? Yeah well although the epilogue sounds banal at this juncture inasmuch, the infamous Frankenstein legend lives on to this day, with countless remakes and rehash versions. Really.

Really well, I can pretty much catch the odd 'what the fcuk' out there, but instead of responding in kind, let's just move the fcuk on okay? That

bedtime stories for grownups who sleeps with the lights on, and for kinky couples with cosplay fetish, pretty much forms the basis to this ultra bespoke Satria dratch; since although it is a Satria in essence, those unique custom-made proboscis (right click on the highlighted 'nose' term and that Jurassic themed word magically appeared) had given the hatch a nice new look. And I'd reckon with what massive mother of a blown motor lay hidden within, the jazzed-up nose seems appropriate.

Not that appropriation is the foremost at the minds of the highly respected D3 Auto outfitters - the team of hardcore speed addicts who've banded together this Satria D3 project. The Shah Alam based team, headed by Mr Yasir had indeed put in their collective hearts and speed-



The epitome of resourceful innovation made via local ingenuity, these D3 Boys are going places



fused souls into the project, envisioning the coming 2016 season as their targeted timeframe for all out onslaught on the Sepang Drag Battle outright.

Outright there and then at the final 2015 round held recently at Sepang, the D3 Satria registered a pretty impressive 11.683 seconds quarter mile time, which for the uninitiated falls into the latest 991 Turbo domain! Inasmuch as the highly unlikely occurrence of a Satria hatch out-shining a mighty Porsche Turbo down the drag strip, then you can pretty much tell to what extremes the juiced up motor was done up. And the much overused 'extreme' word has transpired to become the central theme in the Malaysian drag arena.

Anyhow the thunderous roar emanating from within this D3's bowels came from the massively reworked 4G93T - the evil 4G63 incarnate for the lack of a better description. A choice selection of established brands in the big power game was craftily worked in, starting with a set of 82.5 mm Wiseco pistons. Duratech cams, valve springs, Aerospeed cam pulley, and the mod list for the 4G93 turbo continues, of which included



Just because its stripped down to its floorboards doesn't mean they can't paint the innards red.

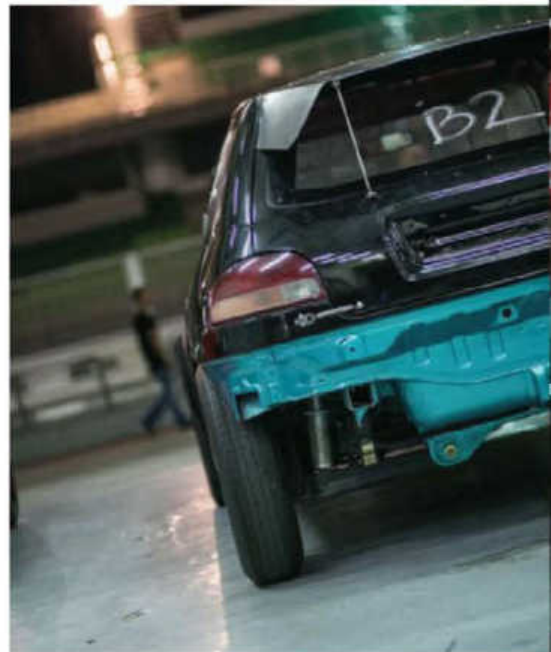
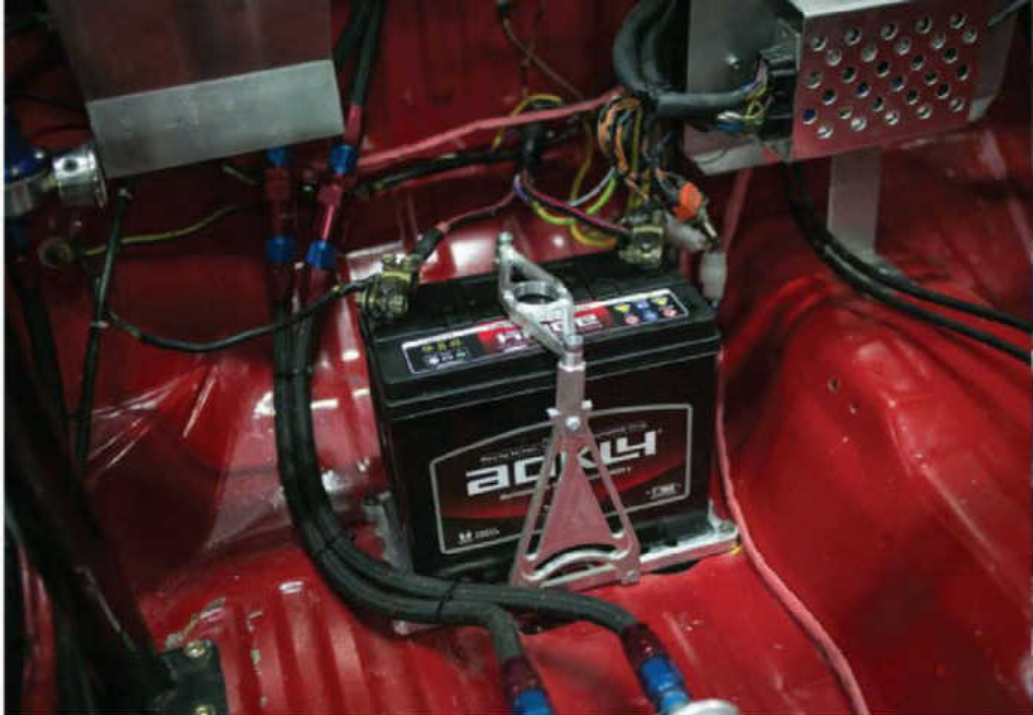


upgrades to the fuel delivery system, cooling system, as such, with them icing on the cake - the hybrid GT35 turbocharger, the unofficial ISO certified industry standard for turbo upgrades. Therein with the bigger turbo setup in place, which of course includes the beefed up Trust intercooler system, we can take a moment to admire the fine levels of craftsmanship, as well as their painstaking attention to details throughout.

Just gaze upon these images, and be impressed with the neat details and finishing covering most of the Satria's chassis and bodywork. Look at the bare but aesthetically pleasing interior for example and you're bound to have higher levels of respect for the D3 Auto crew.

It seems with such talented young guys like the D3 crew set to seize the mantel as the country's new generation of car tuners, the healthy state of the local tuning scene can only get healthier.

Hypertune



The performance hardware, with the thumping firepower of the 4G93 at its heart, took this Proton hatch to an impressive 11.6 clicks Sepang quarter mile



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HYPERFACTS!

Car Model: D3 Racing Satria 4G93T

Engine Mods: 4G93T, 82.5mm Wiseco Pistons, Manley Turbo Tuff connecting rod, LL9 conrod bolts, King's bearings, Duratech 272 camshafts, BC valve springs, Edelbrock Victor X intake manifold, S90 76mm throttle body, Golden Eagle fuel rail, !D 2000 injector, Aerospeed adjustable cam oversized oil pump gear, Trust intercooler, custom titanium intercooler pipe, custom 4-2-1 turbo manifold, 40mm Turbosmart wastegate (dual wastegate), 70mm Raceport Turbosmart blow-off valve, GT35 Hybrid turbocharger, Aero Equip AN fillings, Bosch 044 fuel pumps, Turbosmart fuel regulator, ATi Fuel Cells.

Transmission: 4G63T EVO I gearbox with customized final drive Thailand, DSS Stage 3 drive shaft Assy, 5.5 Tilton twin-plate clutch

Electronics: Haltech Sport 1000 ECU Racepack IQ3 Dash, Works Engineering oil pressure gauge, Honda K20 Coil on Plug, Hondata 4 bar map sensor, Haltech boost solenoid

Chassis, Body & Suspension: Customized front bodypart, 6 pieces Polycarbonate window, Super Pro bushing, Ultra Racing rear stabilizer bar, HWL custom absorber, customized drag wing kit, Kirkey aluminum seat, EVO roll cage, HKS pillow ball mount

Wheels & Tires: BELAK Industries front & back, Mickey Thompson tires all around (26/10.5/16 front 26/4.5/15 rear)

Garage: D3 Auto, Carworx Auto Garage, MTS Turbo Services, Liena Racing

Sponsors: RND Plus Performance, MCB Design Decal, Nuex Garage, AC Autogarage, Coffee 8/8, Daddylicious Kopitiam

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Feature Car | **BMW 630i**

Text: Faz&Furiouz

Photos: Kenny Yeoh

Model: Chew Wei Wei from He & She Management; Wardrobe Sponsor: YFS Concept Store



un-mellow yellow bavarian motor special

Traffic stopping Uber BMW Coupe





This BMW coupe flaunts the dual sports and elegance persona to perfection

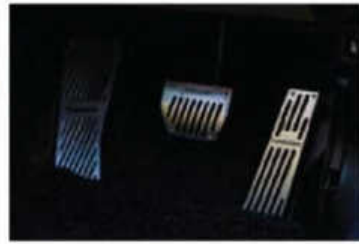
With the numerical order for BMW model line-up having been all accounted for from Series 1 right up to Series 7 (with Series 8 being put on the back burner for the time being), the conforming hierarchy may now be ascertain yes? Yeah well maybe that'd be up for debate as the biggest (7 Series), while being the most luxurious, most opulent of all Bimmers in current production, is by no mean the brawniest or indeed the fastest. And by no stretch of the imagination could you consider the 1 series the least powerful either.

Now why is all the above relevant in this instant? Not too sure really, just thought about pointing that out before I start yammering away on the key merit points on this screaming banana yellow Hamann-detailed 6 Series. Maybe it's a BMW corporate intention to keep its clientele

guessing as to what goes where, and where is whatchamacallit? Maybe their corporate honchos have a monthly game of random dice throwing contest where the stakes would be tantamount to what newest tech goes to which model, what new model is next, or somehow or rather pretty much.

In the mean time we have hardcore car folks yearning for an even more hardcore M machines, equipped with Competition packs, limited edition plaques with unique serial numbers of course, which a certain M5 30 Jahre, with the biggest production horsepower figures ever seen on a BMW, had pretty much satiated, only to be swiped clean off the production line even before they're actually produced. Not to mentioned coming with stratospheric sticker price.

Such qualms are the norm among those hardy souls who're in it as per the 'Ultimate driving machine' tagline, seeking a legitimate entry into such exclusive company. They are exceedingly well to do gentlemen with pretty fat checkbooks et al, knowledgeable and well versed in the inner-workings of a bonafide performance machine as such. And yet as they maneuver their way into the nether reaches of what's real and what is at best, a whisker away from their own reality; they'd ultimately had to settle for something a whisker less than the most exclusive of driving machines. Perhaps something with more than adequate oomph, more than adequate style, but a little less dent on the wallet yeah? So as to have more liquid cash I venture. Smart man.



Threading with care as per the overall finishing, the builders managed to make the banana yellow & black combo finish look sumptuously good.



Kinda like our big man right here, the big man sitting snugly all buckled up in the driving seat of this one truly babe magnet of a Bimmer. This Sixer Bimmer was originally in a rather pretty sedate state of being whereas the owner upon deciding to sell it, approached M Custom Cars in his desire to transform his 'mild' Bimmer to a 'wild' Bimmer. The thing is, the 'mild to wild' credo is M Custom Cars own motto, and have hitherto rolled out numerous such examples, ranging from nominally wild to outrageously wild. As for this particular example, it sits right smack in the middle, with its flamboyant color-coded exterior / interior finishing.

The bodykit is a completely customized M Custom Cars version complete with German grill up front as well as customized M6 hood. The Atacama Yellow paintjob was in essence the key characteristic that brought out this classy Bimmer coupe's 'wild side'. With the contrasting black detailing therein, plus the utterly gorgeous Breyton rims, the whole 'wild persona' certainly fits the bill. The same yellow black color combo permeates the interior, made up for the most part of Nappa leather, fully customized of course. In amongst the eye-catching innards is a kick-ass Rockford Fosgate sound system - amplified to the tune of that Italian Job's Napster 'speaker so freakin loud it rips a girl's clothes to shreds'. And yes, that was what you might call exaggeration; in any case there's also a lovely set of Hamann foot pedals. Go figure as to where the Hamann emblems and decals came about.

Anyways, having ascertained the cosmetic details, and lovely they certainly were, we absolutely need to ascertain the performance side of this Atacama Yellow enveloped 630Ci. The details given had the 3 liter Inline 6 rated at 325 bhp, acquired through computer remap, lightened adjustable pulley and connecting rods bearing, K&N Air filter and Akrapovic exhaust. Handling improvements were made via a set of Bilstein dampers, with stopping power coming in much more assuring with a set of yummy M6 brakes.

A well sorted approach that exemplifies 'doing what's needed'. As classy as it is cool. [#hyperlane](#)



***Wei Wei's smiley
face came off the
Bimmer's radiant
persona***





Hyperfacts!

Car: BMW 6 Series

Engine Mods: upgraded to 325 bhp; computer remapped, con rod bearing lightened & lightened adjustable pulley, Akrapovic exhaust, K&N racing air filter

Transmission: stock

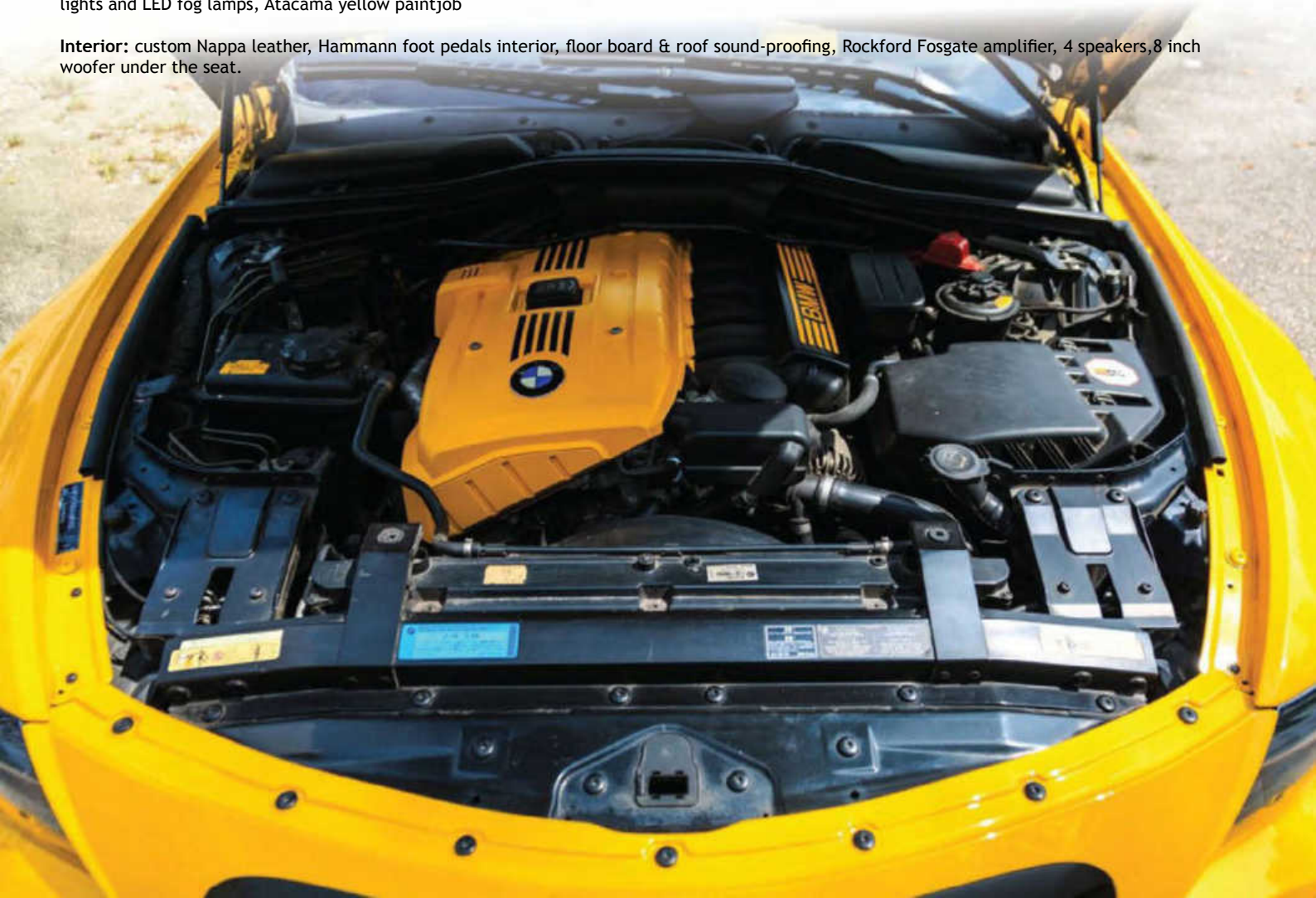
Handling: Bilstein shock absorbers

Brakes: M6 brakes kit

Wheels & Tires: 19" inch Breyton rims & Kumho tires

Exterior: Customized body kit from M Custom Cars: front lips, side skirts, back diffuser, back spoiler, German nose grill, M6 customized hood; HID lights and LED fog lamps, Atacama yellow paintjob

Interior: custom Nappa leather, Hammann foot pedals interior, floor board & roof sound-proofing, Rockford Fosgate amplifier, 4 speakers, 8 inch woofer under the seat.



FULL TRANSFORMATION :

Text: Mat Canyon

Photo : Kenny Yeoh



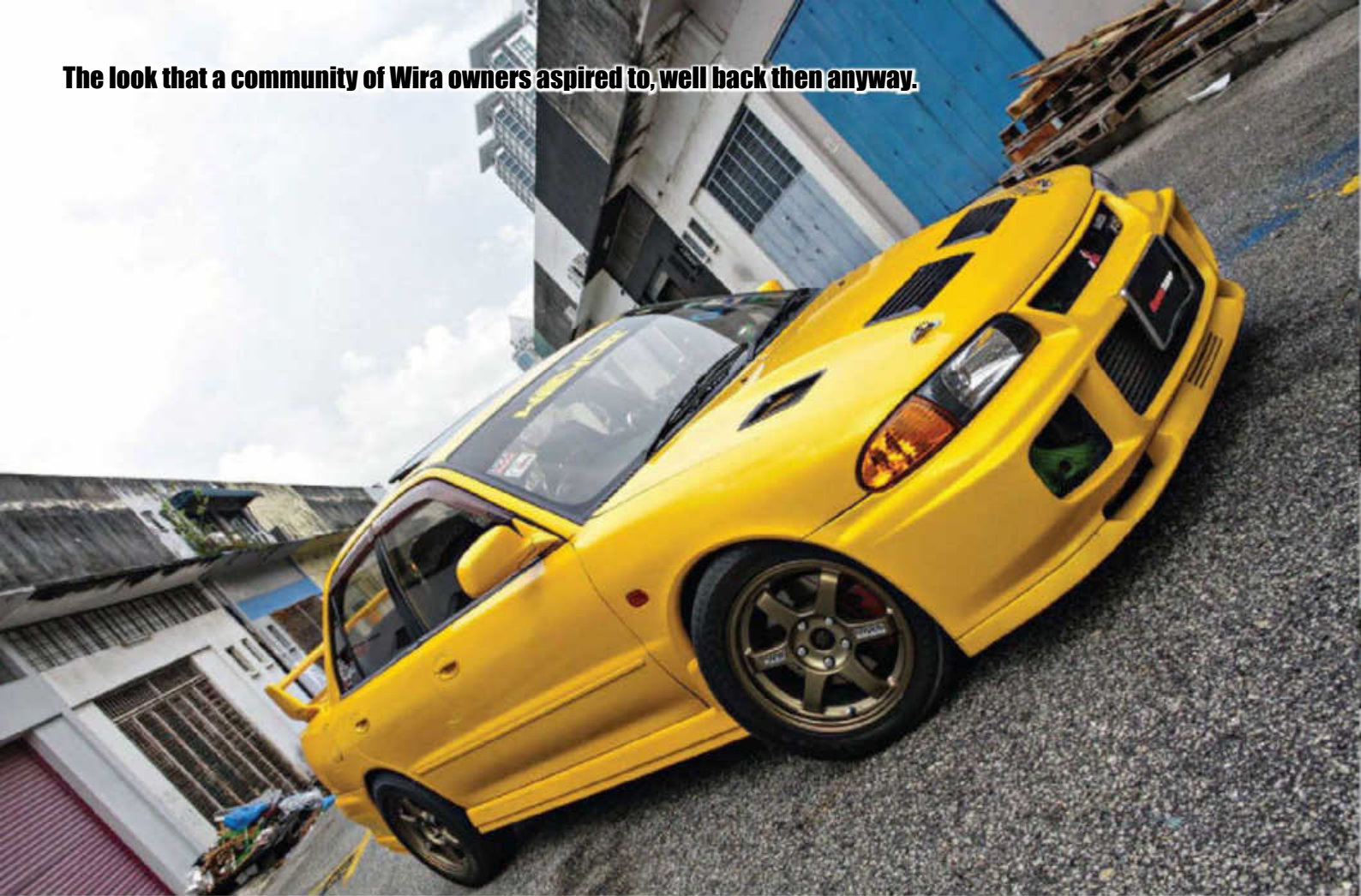
BUILDING

A FULL END 3

CONVERSION



The look that a community of Wira owners aspired to, well back then anyway.



There is no doubt that Japanese made cars have always been a favourite amongst enthusiasts in Malaysia. But there are some sought after models that can be considered very difficult to get in the market. Therefore, some have to come up with some creative ideas to go around this problem. It may not be the real thing but in a way, it is pretty close to having the real thing.

For a guy like Daus, he has been a huge Mitsubishi fan ever since he started liking cars. But just like many enthusiasts, the particular model that he has his sights on is just rare and very difficult to get. Even if he could find one, it is known to be ridiculously priced which makes it unreasonable to buy. The model that we are talking about is the Mitsubishi Evo 3 CE9A. At the end, he decided to source a Proton Wira chassis to be used for his project.

To build a Proton Wira to make it look like a Mitsubishi Evo 3 is never an easy task. Some may assume it's just all about swapping parts. But in order to make it a flawless conversion, body dimensions and a bit of fabrication has to be taken into consideration. Among some of the mistakes that is usually during conversion is the length of the rear trunk is overlooked since length of the Evo's trunk is a bit shorter compared to a Wira. Of course not to forget, every single exterior part is needed in order to make the conversion flawless.

For the engine, at first, Daus was running a Mitsubishi 1.6L 4G92 motor in the Wira. But for this conversion, he swapped it out for a 2 liter turbocharged 4G63 from an Evo CE9A. However, after much inspection, it turns out the block is unusable. So the block was replaced

with a block from a 4G64 with Wiseco pistons and Eagle conrods were used for the bottom end. The outcome, the engine is currently running at 2.4 liters of displacement. For the cylinder head, the 4G63 head is still in use but it received a good port and polish and the camshafts were replaced with HKS 272 degree cams and custom pulleys.

With a strong bottom end, the stock turbine was replaced with a slightly bigger GT35 turbine from Garrett with a custom made turbo manifold and a Turbosmart wastegate to be the much needed hardware to provide boost to the already built engine. Of course, it won't be a complete set up without its massive GReddy intercooler and blow off valve for cooling and a quicker spool.



For the drivetrain, a whole drivetrain component from the Mitsubishi Evo 3 CE9A is put to full use. Meaning this once harmless Wira is running four wheel drive just like it's more iconic and powerful Japanese counterpart. Of course, the car wouldn't be able to handle the torque if a high performance clutch wasn't in use. So an OS Giken twin plate clutch is used to transfer the power from the engine to all four wheels.

To keep this wild animal on the road, a set of Yokohama tires are installed on 16 inch TE37s and a set of Cusco adjustable coilovers to provide the handling needs. After much blood, sweat and tears. The complete car turns out to be a very well built machine. Not only that, Daus has built a very believable Evo 3 conversion with not a flaw in sight. From the exterior to the engine and even the drivetrain. It may not be the real thing but it is pretty close to owning the real thing.

Hypertune



With the trustworthy 4G63T providing considerable forward thrust, this Wira's go aspect more than keep up with its show



HYPERFACTS!

Model: Proton Wira
Engine: 2.0L 4G63T

ENGINE MODIFICATIONS:

2.4L 4G64 Engine Block,
Wiseco Pistons,
Eagle conrods,
Port and Polished head,
HKS 272 Camshafts,
Custom cam pulleys,
Garrett GT35 turbine,
Custom Turbo Manifold,
Turbosmart wastegate,
GReddy intercooler,
GReddy blow-off valve,
Walbro fuel pump,
ID1000 injectors,
Sard fuel regulator,
NGK R09 spark plugs,
Custom 3" exhaust piping with 5Zigen RO Muffler,
Haltech E6X Ecu,

DRIVETRAIN:

5 speed manual,

Evo 3 gearbox with AWD,
OS Giken Twin Plate clutch,

SUSPENSION, CHASSIS AND BRAKES:

Cusco adjustable coilovers,
Galant VRG Brakes (front),
Evo 3 Brakes (rear),

WHEELS AND TIRES:

Volk TE37 16 inch
Yokohama Tires 205/55/16

EXTERIOR:

Full Evo 3 Conversion,

INTERIOR:

Evo 3 Conversion,
Recaro SPG Seats,
HKS EVC Boost Controller,
Defi Meters,
Blitz Turbo Timer,

GARAGE:

B'Machine Development



DRAG STRIP HULK: ECU SHOP MITSUBISHI



TRITON

Text: Mat Canyon

Photos : Kenny Yeoh

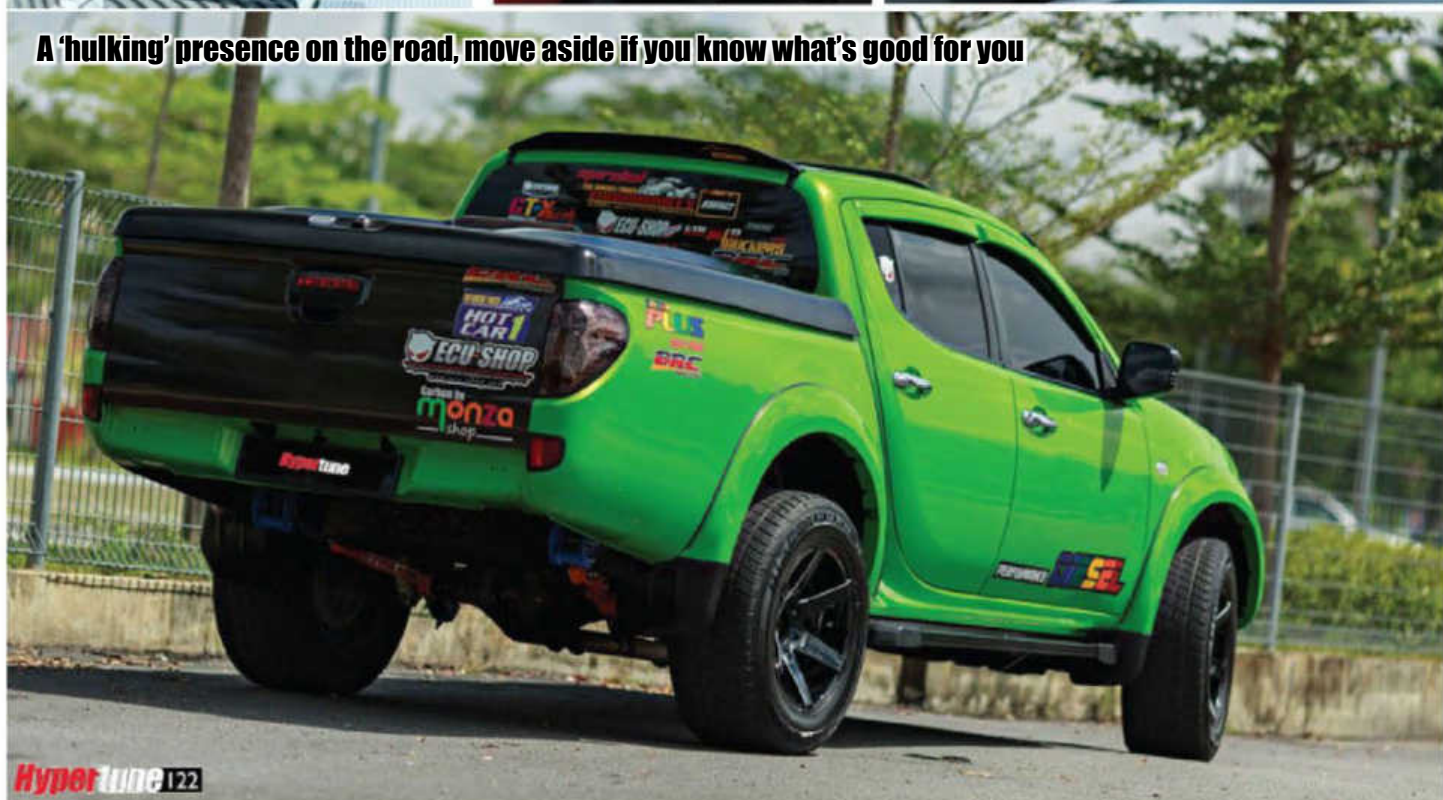




Compared to some countries, the pickup truck is not exactly a popular choice among consumers in Malaysia. Unlike motorists in the US and Australia, the pickup truck is not exactly a necessity thus many would ask why would they want a pickup truck. For Malaysia's concern, there is still a crowd that loves the idea of owning a pickup truck. In other words, in Malaysia's situation, it is an enquired taste. While most may use a pickup truck for work purposes or just for its big size, a small crowd of enthusiast has thought of something that many might not think of. The question, can we use these pickup trucks for drag racing?



A 'hulking' presence on the road, move aside if you know what's good for you





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For an average Joe, even among us car enthusiasts, the idea of drag racing a pickup truck is just absolutely ludicrous. But somehow, a small number of garages started experimenting and building their own trucks to fit this purpose. Among one of the machines built is this vibrant green Mitsubishi Triton pickup owned by a person only known as 'Wise Man'. One can't help to see this truck and imagine it to be the Incredible Hulk on four wheels.

The Mitsubishi Triton is already running a robust turbocharged diesel engine with 2.5 liters of displacement making this a good platform for performance tuning on a pickup truck without doing any engine swaps. 4D56 motor was ripped apart and had some of the crucial components replaced. The turbo was also replaced with a IHI F55V Billet turbine and fitted with stainless steel pipe work and an enormous front mount intercooler. Even though it is fitted with a function, the huge intercooler never fails

to turn curious heads to see it mounted on a truck.

The stock gearbox was replaced with a 5 speed manual gearbox to fit the trucks purpose. Because let's face it, no one would want to spoil their automatic gearbox due to drag racing. The drivetrain is also fitted with a BRC Full Racing clutch kit for optimal power transfer. The engine set up runs on an ECU Shop Monster Max engine management system to get the best out of the set up.



To keep the truck on the tarmac while at high speeds, a set of Aztec Force shocks which are made in Thailand is fitted to the Triton. Not only that, but there are also twin arms from AC Power and double shackles from Js which are fitted to give the truck better chassis stability to give the driver a safer and more balanced ride.

Last but not least, to transfer all that power made to the asphalt, a set of Cooper Discoverer HT Plus tires are fitted on this truck. Needless to say, truck drag racing is started to catch on in the racing scene in Malaysia, I don't know about what others might think but I definitely wouldn't want to be followed by a fast and big truck like this.



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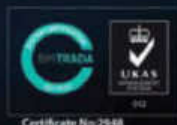
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HYPERFACTS!

Model:
2013 Mitsubishi Triton

Engine:
2.5L 4D56 DOHC Diesel

ENGINE MODIFICATIONS:

IHI RHF4 F55V Billet Turbo
Intercooler and Piping
HKS Stainless Steel Air Filter
Denso Nozzle 947
Performance SCV (Thailand Custom)
Synergy Radiator
Custom Exhaust System
ECU Shop Monster Max Engine Management
ECU Shop SCV Controller

DRIVETRAIN:

5 speed manual
BRC Full Racing Clutch

SUSPENSION, CHASSIS AND BRAKES:

Aztec Force Absorbers
AC Power Twin Arms
Js Double Shackles

WHEELS AND TIRES:

Cosmic Inner Line Series S1
Cooper Discoverer HT Plus Tires 285/60/18



EXTERIOR:

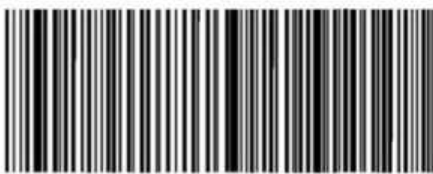
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Mitsubishi Galant VR-4 Enthusiast
www.g-vrc.com
Mitsubishi Lancer Owners Club
www.mloc.cjb.net
Motorsport Network
www.motorsportline.com
MX5MY Club Malaysia
www.mx5my.com
MY Cruze Club (MCC)
www.mycruzeclub.com
MY Estima Club
www.MyEstima.com
MY Latio Club
www.mylatioclub.com
My Mazda Club
www.mymazdaclub.com
My PS (My Persona Style)
mypersonastyle.blogspot.com
MYVI Motorsports Club
www.myvi.com.my
MYVI Owners Club
www.myviclub.com
Malaysia Elntra MD Club
www.emc.org.my

[N]

N16 Malaysian
www.N16.com.my
Nissan Motorsports Club
www.mynismoclub.org

[O]

Odyssey Club
www.odysseyclub-online.com
Official Malaysia Honda Stream Club
www.1streamer.com

[P]

Perdana V-Sixers
www.v-sixers.com
Performance Carbs Forum
http://carbforum.sytes.net
Perodua Owners (KAPMA)
www.perodua.com.my/kapma.php
Peugeot Club
www.peugeotclubmalaysia.com
Photokaki Forum
www.photokaki.com
Picanto Club
www.picantoclub.com
Proton Mania Club
www.protonmania.com
Putra Collective
www.putra.proboards54.com
Putra Enthusiast Group
groups.msn.com/putraenthusiast
Proton Satria Enthusiast
www.pro-hatch.net

[R]

R3gister-Home to R3 Owners
www.r3gister.org
R3gister Forum
www.scratchdisk.biz/r3gister/forum/
Reckless Motorsport
www.recklessmotorsport.cjb.net
Redline Club
http://www.redline-club.com
RX8 Club Malaysia
www.rx8clubmalaysia.com

[S]

Saga Iswara Club (S.I.C)
www.SagalswaraClub.ma.cx
Saga Iswara Owner's Club (SIOC)
www.sioc.cjb.net
Sarawak Auto Forum
www.zeroograviti.org
Satria GTi Club
www.satriagtclub.com.my
Satria Neo Club
www.satrianeoclub.com.my
Satria Neo Crews
www.satrianeocrews.com
Satria Performance Owners Club
www.spoc.com.my
Satria Tuners Club
www.satrianz.com
Savvy Owners Club (SAVOC)
www.savoc.net
Slip Stream
www.slipstream.com.my
Subaru Club Malaysia
www.mysubaruclub.com
Sutera Club
www.suteraclub.com
Swift Club Malaysia
www.swiftclubmalaysia.com
Syabas Drift
www.syabasdrift.com

[T]

Tandem Assassin Tengku Djan
www.princeofdrift.com
Team City
www.myteamcity.com
Team Eighth
www.teameighth.com
Team ES (7th Gen Civic)
http://teames.forum2u.org
Team Hyundai Malaysia
www.teamhyundaimalaysia.com

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Team Imperials (Proton Waja)
www.team-imperials.com
Team Kaitenaz
www.kaitenazracing.com
Team Knights
www.team-knights.com
Team Matrix
groups.msn.com/teammatrixmotorsports
Team Slipstream (Car Forum)
www.slipstreamer.net
Team Street
www.teamstreet.info
Team Yakuza
www.teamyakuza.net
The Auto Garage Group
www.iامتagged.net
Toyota Alphard Club
www.alphardasiaclub.com
Toyota Altis Club
www.myaltais.com
Toyota Project S
www.tps06.com
Toyota Vios Club Malaysia
www.viosclub.com
Toyota Vios Tuners
www.viostuners.proboards.com
Toyota Vios Tuners
http://toyotaviostuners.blogspot.com
Tune E-fectz Enthusiast
www.geocities.com/atnan2001cars

[U]

Ultimate Driving Machine Owners
www.udmowners.com

[V]

Vios 07 Club
www.vioszeroseven.com
VIP Dream Club
www.vipdreamclub.com
VIP Style Society Malaysia
www.vipstylesociety.com
Volkswagen Club Malaysia
www.vwclubmalaysia.net
Volvo Owners Club of Malaysia
www.vocm.com.my

[W]

Waja Performance Club
www.wpc.com.my
Wira 1.8 DOHC LE Owners Club
www.c99limited.com
Wira Owners Club
www.wiraownersclub.com
Wira Aeroback Performance Club
www.wapc.com.my
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www.wisecommunity.net
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CTEK MXS 10 Battery Charger

The CTEK MXS 10 is a state of the art professional charger perfect for solving a broad range of battery problems. It has smart features such as battery diagnosis as well as a special battery reconditioning function. It also has a power supply mode which allows the battery to be disconnected from the vehicle without losing important configurations. For more information please contact TJM Products Sdn. Bhd. at 03-7984 7844 or email to info@tjm.com.my

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The new 3Sixty.3 is an interactive signal processor is the perfect solution for those customers who want to add aftermarket equipment to their factory source unit, integrate their mobile devices, or have complete control over their audio signal. With features like Bluetooth streaming, selectable crossover types and a USB interface, the versatility is endless. In essence it is an 8-Channel Interactive Signal Processor w/ 248 Band Parametric EQ. The 3Sixty.3 is the ultimate signal processor that can function as an OEM integration "black box" or a complete surround sound DSP. Featuring 8-channels of interactive signal processing, it can handle the most complex system design. Call Autocraft Electronics at 603-80115335 or email them at autocraft.m@gmail.com for more information.



SONY XAV-V630BT V168

The Sony XAV-V630BT 6.2 inch AV Receiver is one of the numerous models in the Sony Xplod™ Audio & Visual Players range of AV Receivers. It comes fully loaded with features like the MHL/HDMI Interface: a feature whereby through the use of the MHL or HDMI cables supplied with the player you can play digital video and audio content from a wide range of smartphones. MHL is also compatible with Android™ while HDMI is compatible with iOS, BlackBerry and Windows smartphones. Then there's the MirrorLink™ Connectivity which lets you access your smartphone applications via the car's navigation screen and steering wheel buttons. This allows you to use your phone conveniently from one central interface for a safer drive home. And yet another feature is the App Remote Version 2.0 - a versatile smartphone app that allows you to use voice control to operate your Sony Audio and Visual Player and smartphone. It will also read out your incoming smartphone messages and alerts. Add all of the above ingenious features to the XAV-630BT's 55Watts x 4, MEGA BASS, One Touch Connection with NFC, Voice control by SongPal / Siri Eyes Free, Steering Wheel Remote input, New UI, plus a 5 band digital EQ and you get the ICE deal of the season. Call Sony Malaysia at 1-300-88-1233 or visit your nearest Sony dealer today.

Alpine X008EU

The unit supports a wide range of formats like CD-R, WMA, WMA, MP3 and AAC playback with the sound outputs of 4x50W. Its Dual Zone playback allows for independent A/V output for the rear monitors, while its 9-band Parametric EQ and 10 different preset modes of EQ is capable of playing songs at different outputs to suit the in-car environment. One would never have to lay eyes away from the road with its Text-to-Speech function that is able to interpret 15 different languages whereas its built-in high performance navigation system is able to provide guidance in 29 different languages. For more info, please contact Wo Kee Hong Group at 03-7954 8088 or email them at wkhma@wokeehong.net



HYPERFACTS!

Model: Proton Wira
Engine: 2.0L 4G63T

ENGINE MODIFICATIONS:

2.4L 4G64 Engine Block,
Wiseco Pistons,
Eagle conrods,
Port and Polished head,
HKS 272 Camshafts,
Custom cam pulleys,
Garrett GT35 turbine,
Custom Turbo Manifold,
Turbosmart wastegate,
GReddy intercooler,
GReddy blow-off valve,
Walbro fuel pump,
ID1000 injectors,
Sard fuel regulator,
NGK R09 spark plugs,
Custom 3" exhaust piping with 5Zigen RO Muffler,
Haltech E6X Ecu,

DRIVETRAIN:

5 speed manual,

Evo 3 gearbox with AWD,
OS Giken Twin Plate clutch,

SUSPENSION, CHASSIS AND BRAKES:

Cusco adjustable coilovers,
Galant VRG Brakes (front),
Evo 3 Brakes (rear),

WHEELS AND TIRES:

Volk TE37 16 inch
Yokohama Tires 205/55/16

EXTERIOR:

Full Evo 3 Conversion,

INTERIOR:

Evo 3 Conversion,
Recaro SPG Seats,
HKS EVC Boost Controller,
Defi Meters,
Blitz Turbo Timer,

GARAGE:

B'Machine Development



DRAG STRIP HULK: ECU SHOP MITSUBISHI



TRITON

Text: Mat Canyon

Photos : Kenny Yeoh

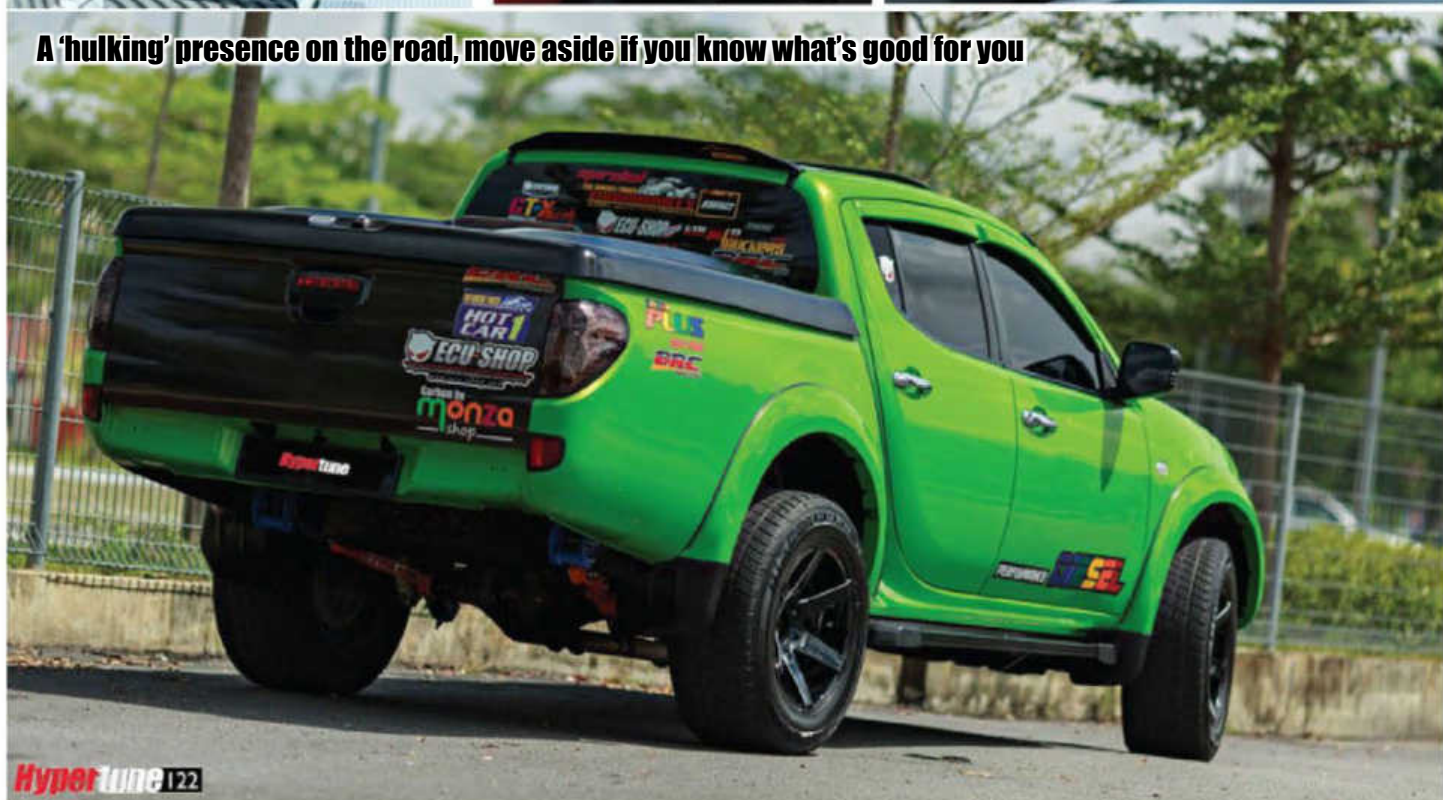




Compared to some countries, the pickup truck is not exactly a popular choice among consumers in Malaysia. Unlike motorists in the US and Australia, the pickup truck is not exactly a necessity thus many would ask why would they want a pickup truck. For Malaysia's concern, there is still a crowd that loves the idea of owning a pickup truck. In other words, in Malaysia's situation, it is an enquired taste. While most may use a pickup truck for work purposes or just for its big size, a small crowd of enthusiast has thought of something that many might not think of. The question, can we use these pickup trucks for drag racing?



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For an average Joe, even among us car enthusiast, the idea of drag racing a pickup truck is just absolutely ludicrous. But somehow, a small number of garages started experimenting and building their own trucks to fit this purpose. Among one of the machines built is this vibrant green Mitsubishi Triton pickup owned by a person only known as 'Wise Man'. One can't help to see this truck and imagine it to be the Incredible Hulk on four wheels.

The Mitsubishi Triton is already running a robust turbocharged diesel engine with 2.5 liters of displacement making this a good platform for performance tuning on a pickup truck without doing any engine swaps. 4D56 motor was ripped apart and had some of the crucial components replaced. The turbo was also replaced with a IHI F55V Billet turbine and fitted with stainless steel pipe work and an enormous front mount intercooler. Even though it is fitted with a function, the huge intercooler never fails

to turn curious heads to see it mounted on a truck.

The stock gearbox was replaced with a 5 speed manual gearbox to fit the trucks purpose. Because let's face it, no one would want to spoil their automatic gearbox due to drag racing. The drivetrain is also fitted with a BRC Full Racing clutch kit for optimal power transfer. The engine set up runs on an ECU Shop Monster Max engine management system to get the best out of the set up.



To keep the truck on the tarmac while at high speeds, a set of Aztec Force shocks which are made in Thailand is fitted to the Triton. Not only that, but there are also twin arms from AC Power and double shackles from Js which are fitted to give the truck better chassis stability to give the driver a safer and more balanced ride.

Last but not least, to transfer all that power made to the asphalt, a set of Cooper Discoverer HT Plus tires are fitted on this truck. Needless to say, truck drag racing is started to catch on in the racing scene in Malaysia, I don't know about what others might think but I definitely wouldn't want to be followed by a fast and big truck like this.



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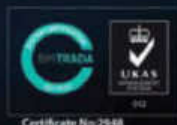
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Website:

www.ecotint.com

Email :

enquiry@ecotint.com



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HYPERFACTS!

Model:
2013 Mitsubishi Triton

Engine:
2.5L 4D56 DOHC Diesel

ENGINE MODIFICATIONS:

IHI RHF4 F55V Billet Turbo
Intercooler and Piping
HKS Stainless Steel Air Filter
Denso Nozzle 947
Performance SCV (Thailand Custom)
Synergy Radiator
Custom Exhaust System
ECU Shop Monster Max Engine Management
ECU Shop SCV Controller

DRIVETRAIN:

5 speed manual
BRC Full Racing Clutch

SUSPENSION, CHASSIS AND BRAKES:

Aztec Force Absorbers
AC Power Twin Arms
Js Double Shackles

WHEELS AND TIRES:

Cosmic Inner Line Series S1
Cooper Discoverer HT Plus Tires 285/60/18



EXTERIOR:

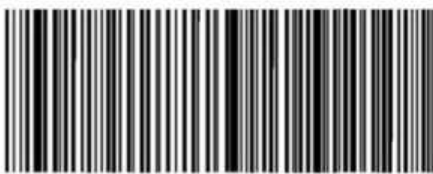
Monza Carbon Fiber Bonnet
Akana Carbon Fiber Spoiler
Ralliart Deck Cover
Custom Sunroof from a Toyota Aristo

INTERIOR:

Recaro Front Bucket Seats
SSCUS Rear Seats
Carbon Fiber Dashboard Panel
JVC Double Din
Mohark Subwoofer and Amplifier

GARAGE:

ECU Shop Power Department
C&R Autocare Sdn Bhd



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The Automotive Industry is to be shared among the community and not by an individual. So come make some friends through our humble club listing...



[O-9] ///

4GTuners.Com
www.4gtuners.com
8th Generation Honda Civic Club
www.8gencivicclub.com

[A] ///

Ad Resort Club
www.geocities.com/edisimotorsports
Allan Phang
www.allanphang.com
Angle D5 Drift Team
www.angle-d5.com
Aroc M'sia
www.arocmalaysia.com
Audio Enthusiasts
www.mycarhifi.com
Automotive Forum (Sarawak Based)
www.kaichia.com
Auto World
www.autoworld.com.my
Avanza Club Malaysia
www.avanzamalaysia.com
Avanza Network Malaysia
www.myavanza.net
Aveo Xtreme Club
www.myaveo.net
Antera Motorsports
www.facebook.com/pages/ANTERA-Motorsports

[B] ///

BMW Club Malaysia
www.bmwclubmalaysia.com
BMW & Mercedes Enthusiasts
www.bmbenz.com

[C] ///

Caldina Club of Malaysia
www.caldinaclub.com
CamproClub - CPC
www.camproclub.com
Car Enthusiasts Heaven
www.e-kereta.com
Car Forum
www.zerotohundred.com
Car Hi-Fi Forum
http://carhifi.1.forumer.com
Citra Club Malaysia
www.citraclub.com
Civic 7th Gen Owners Club
www.teamES.org
Civic Malaysia Club
http://www.civicmalaysia.com
Chevrolet Club of M'sia
www.mychevyclub.com
Classic Celica Club
www.classic-celica-my.cjb.net
CSI (Club Saga Iswara)
http://csi.yewnen.info

[D] ///

Drag & Drift Club
Ddc_my.tripod.com
Drift Enthusiast's Site
www.drift.com.my

[E] ///

EP Motorsports
www.ep70.cjb.net

[F] ///

Ford Motor Enthusiast Club (FOMEC)
www.fomec.org
Forum Group of Senawang
www.fgsn9.com
FTO M'sia Owners Club
www.ftomalaysia.com

[G] ///

Gen2 Club
www.gen2club.com
Geng Turbo
www.gengturbo.org
Getz Club Malaysia
www.getzclub.com.my

[H] ///

Honda Accord Variants Owners Club
www.myHAVOC.net
Honda Car Owners Club
www.hcoc.net.my
Honda City Connection (H3)
www.hc3msia.com
Honda Civic 99 Spec Enthusiasts
www.team99ers.net
Honda Prelude Owners Club
hpocmalaysia.tripod.com
Honda Stream Owners Club
www.mystream.cc
Hypermax
www.hypermax.cjb.net
Honda Odyssey Owners Club Malaysia
www.myodysseyclub.com
Hyundai Accent Club of M'sia
http://myaccentclub
Hyundai Coupe Club
www.hcc.net1.net
Honda Civic 9th Generation Club Malaysia (9GCC)
https://www.facebook.com/groups/9gencivicclub

[I] ///

Inspira Tuner Club
http://theinspiratuners.forumer.com
Italia Auto Club
www.italiaauto.net
Italian Car Club Forum
www.italiaauto.com
I-Vtec Club
www.i-vtecclub.com

[J] ///

Japanese Sportscar Owners Club
www.jsoc-malaysia.com
JazzFit Friends Club
www.myjffc.com
Jazz Hybrid Club Malaysia
www.facebook.com/groups/jazzhybridclubmalaysia

[K] ///

Kaizertweek Performance Club
www.kaizertweeks.8m.com
Kenari & Kelisa Owner Club
www.k2oc.com
Kenari Owners Club
www.kenariclub.net
Kelab Kereta Kuantan (Triple-K)
www.kelabkeretakuantan.netfirms.com
Kembara Nautica Automotive Club
www.kembaranautica.com
Killerbees
www.b6b8.org
K-car Sport Enthusiast
kcarsport.8m.com

[K] ///

Kia Car Club
www.mynazakiacub.com
Kia Optima Owners Club
http://myoptima.rules.it
Kia Spectra (SAECTRAN)
http://autos.groups.yahoo.com/group/spectran
Kcar Life
www.kcarlife.com

[L] ///

L2TT Performance Group
www.l2tt.net
Lancer GT Club
www.lancergtclub.com

[M] ///

Mazda Club Malaysia
www.mazdaclubmalaysia.com
Mazda 3 Club Malaysia
www.mazda3club.my
M'sian Honda Civic Club
www.mhccgroup.com
M'sian Matrix Club
www.mymatrixclub.net
Mercedes Benz Club
www.mybenz.org
Mini Owners Club Malaysia
www.miniclubmalaysia.com
Mitsubishi Airtrek Club
www.airtreker.com
Mitsubishi Evolution Owners Club
www.meoc.net.my
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www.suteraclub.com
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www.swiftclubmalaysia.com
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Tandem Assassin Tengku Djan
www.princeofdrift.com
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www.teameighth.com
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Team Hyundai Malaysia
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www.slipstreamer.net
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www.teamyakuza.net
The Auto Garage Group
www.iامتagged.net
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www.alphardasiaclub.com
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Wira Aeroback Performance Club
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Wira Special Edition Community
www.wisecommunity.net
Wish Club Malaysia
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JVC KW-V11

The JVC KW-V11 DVD/CD/USB Receiver with 6.2 WVGA Touch Panel Monitor is a quick and easy way to make your car audio system top-of-the-line. Featuring a large 6.2-inch touchscreen monitor, you can easily manage custom mix tapes and watch DVDs in your car. This receiver features built-in Bluetooth technology so you can easily sync your smartphone up to your car's audio system and listen to your favorite music on the go. You'll love this product! For those who want a larger display and simple controls, JVC's KW-V11 DVD receivers supplies a vibrant 6.2" touchscreen that lets you control and see info from your music and videos, and you can customize the screen to display your five favorite sources. Got an iPhone 4 or 4S? Using JVC's App Link Mode, you'll get basic control over audio apps like Tunein Radio, including functions like play/pause or track up/down, and you can also view traffic info from Inrix, Cobra iRadar, and other driving apps. More info from JVC Kenwood Malaysia 03-5548 or visit their website: www.my.jvckenwood.com



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The CTEK MXS 10 is a state of the art professional charger perfect for solving a broad range of battery problems. It has smart features such as battery diagnosis as well as a special battery reconditioning function. It also has a power supply mode which allows the battery to be disconnected from the vehicle without losing important configurations. For more information please contact TJM Products Sdn. Bhd. at 03-7984 7844 or email to info@tjm.com.my

ROCKFORD FOSGATE 3SIXTY.3 INTERACTIVE SIGNAL PROCESSOR

The new 3Sixty.3 is an interactive signal processor is the perfect solution for those customers who want to add aftermarket equipment to their factory source unit, integrate their mobile devices, or have complete control over their audio signal. With features like Bluetooth streaming, selectable crossover types and a USB interface, the versatility is endless. In essence it is an 8-Channel Interactive Signal Processor w/ 248 Band Parametric EQ. The 3Sixty.3 is the ultimate signal processor that can function as an OEM integration "black box" or a complete surround sound DSP. Featuring 8-channels of interactive signal processing, it can handle the most complex system design. Call Autocraft Electronics at 603-80115335 or email them at autocraft.m@gmail.com for more information.



SONY XAV-V630BT V168

The Sony XAV-V630BT 6.2 inch AV Receiver is one of the numerous models in the Sony Xplod™ Audio & Visual Players range of AV Receivers. It comes fully loaded with features like the MHL/HDMI Interface: a feature whereby through the use of the MHL or HDMI cables supplied with the player you can play digital video and audio content from a wide range of smartphones. MHL is also compatible with Android™ while HDMI is compatible with iOS, BlackBerry and Windows smartphones. Then there's the MirrorLink™ Connectivity which lets you access your smartphone applications via the car's navigation screen and steering wheel buttons. This allows you to use your phone conveniently from one central interface for a safer drive home. And yet another feature is the App Remote Version 2.0 - a versatile smartphone app that allows you to use voice control to operate your Sony Audio and Visual Player and smartphone. It will also read out your incoming smartphone messages and alerts. Add all of the above ingenious features to the XAV-630BT's 55Watts x 4, MEGA BASS, One Touch Connection with NFC, Voice control by SongPal / Siri Eyes Free, Steering Wheel Remote input, New UI, plus a 5 band digital EQ and you get the ICE deal of the season. Call Sony Malaysia at 1-300-88-1233 or visit your nearest Sony dealer today.

Alpine X008EU

The unit supports a wide range of formats like CD-R, WMA, WMA, MP3 and AAC playback with the sound outputs of 4x50W. Its Dual Zone playback allows for independent A/V output for the rear monitors, while its 9-band Parametric EQ and 10 different preset modes of EQ is capable of playing songs at different outputs to suit the in-car environment. One would never have to lay eyes away from the road with its Text-to-Speech function that is able to interpret 15 different languages whereas its built-in high performance navigation system is able to provide guidance in 29 different languages. For more info, please contact Wo Kee Hong Group at 03-7954 8088 or email them at wkhma@wokeehong.net

